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AN IMPORTANT NATIONAL QUESTION.

WE have frequently had occasion to allude to the fact—to the astounding fact—that an annual average of more than 700 human beings suffer death by drowning, from shipwreck or collision, on the shores and in the waters of the United Kingdom alone. We call it an astounding fact, and we regard it as such in more senses than one. It is so from its altogether exceptional character, for no approach to such a wholesale destruction of human life, from the same cause, exists, or ever has existed, on the coasts of any other country. It is so if it be merely viewed as an indication of the enormous sea traffic to and from the shores of *this great centre of the world's commerce*. And is it not likewise astounding that, in these days of philanthropy and human progress, when the value of human life is so much more highly appreciated than it was in bygone times, so large a sacrifice of lives, and so great a drain on our maritime resources, should be thus quietly acquiesced in *without any serious national inquiry as to the practicability of reducing its amount*.

In considering this important question, we will briefly state what has been and is being done to reduce this great amount of loss of life, and suggest in what manner we believe it may be further reduced.

The subject naturally falls under two heads: 1st. As to the means to be provided on the shore for affording rescue to shipwrecked persons, and for preventing

shipwreck. 2nd. As to the means for providing for the safety of vessels' crews on board their vessels.

On the first head it is evident that, whatever means are adopted, must be supplied either by the Government, or by associations supported by the voluntary contributions of the public. On the second head, it is as evident that such means can only be provided by the owners of ships themselves, in their own vessels. Again, the means to be provided, whether on shore or on board ships, may be subdivided into preventive and remedial measures.

As regards the means available on shore, the only preventive measures that can be provided are:—

1st. The improvement of existing harbours and the creation (artificially) of new ones, and the maintaining a sufficient number of lighthouses, beacons, and buoys.

2nd. The placing of life-boats round the coast, wherever wrecks are frequent and there are men to be found ready to work them.

3rd. To provide at places where life-boats cannot be made available, the rocket and mortar life-saving apparatus.

With regard to the improvement and construction of harbours, opinion is somewhat divided as to the parties on whom their expense should fall. Many think that, being solely for the use and benefit of shipping, their cost should be altogether defrayed by the owners of shipping; and that it would be a misuse of the public funds to appropriate any portion of them to works which are for the especial benefit of

a class only. We hold a different opinion. Undoubtedly the improvement and enlargement of harbours and of docks, &c., for purely commercial convenience, should be and always will be readily undertaken by the local shipping interests; but great works, such as harbours of refuge and the extensive improvement of harbours for the promotion of safety only, must generally be quite beyond the means of the local ship-owners, whilst the coasts and safety harbours of a great commercial and maritime country, which are frequently undergoing changes and deterioration from natural causes, appear to be so essentially a national property, and contribute so greatly to the national welfare, as to indicate that they properly should be maintained at the public cost. The principal works of this character which have been or are being executed at the public expense, are the Plymouth Breakwater, and the harbours of Holyhead, Dover, Alderney, and Portland. As we have signified in a former Paper, we think their number might with advantage be added to, and improvement made in other existing harbours.

As regards the provision of life-boats, difference of opinion also exists to some extent, as it is considered by many that they also should be provided by Government from the public funds. From this opinion we likewise dissent, as the present system of providing and working life-boats from funds raised by voluntary contributions, aided to a certain extent by the Government, is found to be fully adequate to the performance of this most important work; and as we believe that the men who alone can be depended on to manage the boats, viz., the local coast boatmen, can be more readily brought to co-operate in the work with the general public, under the immediate superintendence of local honorary committees of respectable inhabitants in their own neighbourhoods, than they would under the direction of officers of the coast-guard or other Government functionaries.

The first life-boats were built between the years 1790 and 1800, and placed at Shields and one or two other ports on the east coast of England: they may therefore be considered to be coeval with the pre-

sent century. In the year 1851 they had increased in number nominally to about 90, but of these not more than half were in an effective state. The greater number were maintained at trading ports, chiefly from the proceeds of voluntary tolls, paid by the owners of vessels frequenting the ports, and superintended by local committees. Others on the open coast were supplied and maintained by county or local associations, supported by voluntary contributions, some of them being aided by the then National Institution for the Preservation of Life from Shipwreck, now the NATIONAL LIFE-BOAT INSTITUTION. Many of these local bodies had, however, relaxed their exertions, and, as above intimated, their boats had fallen into disuse and become ineffectual, and indeed in many cases altogether unseaworthy.

In the year 1850, however, the DUKE OF NORTHUMBERLAND offered a prize of 100*l.* for the best model of a life-boat, and in the following year became the President of the above-named Institution, which shortly after set resolutely to work to place efficient life-boats on the coast, undertaking their direct superintendence with the aid of local committees formed in each locality. Suitable regulations for their management were drawn up; a liberal scale of payment to their crews established, and their quarterly exercise in their boats arranged for. The title of the Society was afterwards changed to that of the "ROYAL NATIONAL LIFE-BOAT INSTITUTION," and a new era of its existence commenced. It was also at that time arranged with the Board of Trade that the Society should confine its exertions to the establishment of life-boats, and the bestowal of honorary and pecuniary rewards for all services to shipwrecked persons; and that the duty of providing the coast with the mortar and rocket life-saving apparatus, which had always been managed by the coast-guard service, should be left to the Board of Trade.

Since then so successful have been the exertions of the NATIONAL LIFE-BOAT INSTITUTION, that it has placed on the coast upwards of 100 new life-boats, with transporting carriages, and substantial houses for

their due safety and preservation, at an average cost of not less than 400*l.* for each establishment; and it now possesses no fewer than 112 life-boats, all in a complete state of efficiency.

There are now in all 173 life-boats around the coasts of the United Kingdom, and probably that number will not require to be very greatly added to.

With regard to the supply of mortar and rocket apparatus, for effecting communication with wrecked vessels from the shore, as before stated, that work is now altogether undertaken by the Board of Trade, and is performed through the instrumentality of the coast-guard force, which, being entirely composed of sailors of the royal navy, all of whom have been instructed in the use of fire-arms of every description, are the fittest persons to do the work. This apparatus has been in successful use through the greater part of the present century, and was formerly supplied by the Board of Customs; but on the "Merchant Shipping Act" of 1854 becoming the law, which Act authorized the Board of Trade to aid in the work of rescuing shipwrecked persons, the whole of the existing apparatus was transferred to that Board, which has since made it much more complete in equipment, has added greatly to the number of stations, has established a system of periodic exercise in its use, and altogether greatly increased its efficiency.

As regards, then, the first head of our subject, viz.,—the provision of means for aiding shipwrecked persons from the land, and for preventing shipwreck,—it may be considered that, with the exception of the further improvement of some existing harbours and the formation of new ones, all is being done that can be done. In truth the nation may justly be proud of what has been done, for no such complete system for the rescue of the helpless castaway exists or ever has existed in any other country.

There remains to be considered the second head viz.,—the means to be provided on board all vessels to add to the safety of their own crews.

Unfortunately no such simple mode of meeting the demand with the supply can

be devised as in the provision of means from the shore; for whereas in the latter case there are but two sources of supply, viz., the Government, and the voluntary contributions of the public, chiefly conveyed through the NATIONAL LIFE-BOAT INSTITUTION; there are, on the contrary, in the former case, as many suppliers as ships, for each vessel is as much its owner's castle as is his house, in the usual acceptance of the term; and he is at full liberty to equip it in every way as he may think fit, except in the case of certain passenger-ships, where the laws of the country enforce a few inadequate stipulations.

To a certain extent, except in the cases of vessels which are insured to their full value, or to more than their value, an owner has a pecuniary interest in making his vessel safe to those on board her; since the same precautions which will tend to the safety of his property will tend to the safety of those who are intrusted with its transport. We will suppose, therefore, that as a general rule our merchant-vessels are strongly and safely built, well rigged and well found with all useful or, at least, all necessary gear; especially with strong and tested anchors and cables, and that they are also well manned and well commanded. All these things a shipowner is interested in providing, so far as he is uncovered by insurance, and in thereby adding to the safety of the seamen in his employ.

But preventive measures alone are not sufficient, for even if all vessels were well found and well commanded, numerous wrecks and collisions would still occur on our coast, and in the crowded thoroughfares around it. Remedial measures, or such as will tend to the safety of crews after their vessels are wrecked, are, therefore, necessary, and these at once come under another category; inasmuch as that the shipowner cannot serve his pecuniary interest in adopting them, but, on the contrary, must incur an additional expense; their provision, then, unless required by the law, can only proceed from his humanity or sense of duty. We will proceed to state what means may be advantageously adopted on board merchant-vessels for the safety of

their crews, in the event of wreck or other accident, and will afterwards discuss the question as to whether the provision of the same may be safely left to the spontaneous sympathy of the shipowner, by whom alone they can be provided; or whether the law, which often interferes to secure the safety of land-transport, as in the case of railways, should interpose in behalf of our merchant-seamen, and require the owners of all vessels to provide them with such means of safety as shall be decided to be necessary.

In addition to the preventive measures above referred to, there are three modes by which the safety of vessels' crews may be provided for after accident has occurred:—

1. By the supply of a life-boat of sufficient size to receive on board the whole crew.

2. By providing some simple floating apparatus for conveying a line to the shore, and thus effect a communication with it.

3. By the provision of an efficient life-belt for each of the crew.

I. Life-boats.—As many merchant-seamen are drowned every year by the swamping or upsetting of their boats, when attempting to land through a surf, after being compelled to desert their craft, it follows that the providing every vessel with a safer description of boat, which should be insubmersible, and more difficult to upset than an ordinary boat, would, in many cases, be the means of saving their crews. We do not mean to say that they would invariably be so, or that, if in the neighbourhood of a shore life-boat, it would not be more prudent for a vessel's crew, in a gale of wind and heavy surf, to wait and allow her to take them ashore; but there are many cases of collision, and of vessels springing leaks when their crews have to leave them and to land on an open coast where no shore life-boats are at hand, and in which cases their lives might depend on their being in a boat which would not sink from under them if filled by a surf.

II. Floating apparatus.—A light buoy or cask with a long, small Manilla line, say 200 fathoms, attached to it, if kept always ready on deck, might, in the event of a vessel's stranding, often be the means of

effecting a communication with the shore on which the safety of a crew might depend.

Rockets and mortars have been proposed to be placed on board merchant-vessels for the same purpose, and also kites for flying to the shore with a small line attached. We doubt, however, if either of these appliances would be sufficiently taken care of, or in readiness for use, or be so efficiently worked by the crews of ordinary coasting-vessels as to make it likely that they would often prove serviceable.

III. Life-belts.—Lastly, by providing a good life-belt for the master and each of the crew, their lives would be much less seriously endangered in cases of wreck, or collision, or landing in their boats through a surf, than they now are: indeed so much value do we attach to this means alone that we fully believe if every merchant-vessel were so provided, not half the loss of life which now takes place on our coasts would then occur, even if the two previous provisions were neglected.

We will give our reasons for thus concluding:—

In the majority of cases of accident from collision, or landing in boats, and even of vessels stranding, all that is required is, that men who cannot swim, and in heavy surfs those who can swim, should be supported on the surface for a short time, until help can be brought to them—in cases of collision, until a boat can be lowered, or in cases of stranding, or of upsetting of boats in a surf, until lines can be thrown from the shore or the life-boat put off to the rescue. As a person with a good belt on, even if drowned, cannot sink, it follows that, unless in the coldest weather when death might ensue from cold, he might be kept alive for a considerable length of time, and thus have many more chances of being rescued than if drawn down with the sinking vessel, or overwhelmed by a surf within a short distance of the shore.

As proof that our opinion on this point is not theoretical only, we could name many instances where a good life-belt has been the means of saving whole crews of life-boats which have been upset when

engaged on their perilous service. We will quote two striking cases:—

On the 27th of February, 1858, the Southwold life-boat, when out for practice, was upset by "broaching-to," within a short distance of the shore. The whole of her crew, 15 in number, having on efficient life-belts, were saved, although some of them were floating about for twenty minutes in a broken sea before they were picked up by a boat from the shore. Three gentlemen, amateurs, who had gone off in the boat and had declined to put on life-belts, were drowned. Again, on the 27th February, 1861, the Whitby life-boat was upset when going off to a wreck: of the 12 men who formed her crew, one man was furnished with an efficient life-belt, of the same kind as those worn by the crew of the Southwold boat, on the occasion above narrated, and similar to those worn by the crews of the NATIONAL LIFE-BOAT INSTITUTION; the remainder had on belts of a very inferior character. In this case the only man saved was the one who had on the good belt, the remaining 11 were drowned, although the accident occurred within fifty yards of the shore.

The conclusion we cannot but arrive at, from these and other similar cases, is, that as the majority of persons are thrown into the water from the stranding of ships, and the upsetting of boats in surfs, under nearly similar circumstances to these life-boats' crews, there is every reason to believe that, if provided with similar life-belts, the lives of the majority of them would be saved.

Indeed, of the three modes above described, of providing on board ships for the safety of wrecked persons, we do not hesitate to give precedence to the life-belt as that which would probably be instrumental in saving the greatest number of lives.

But it has been said, that if sailors wish for the protection of life-belts, they should provide them for themselves. We contend, however, that they cannot do so. In the first place, from their generally improvident character, in most cases they would not do so; they would also be liable to procure belts of an inferior description, which would be of no real service; they would not have room, in the small berths allotted to them, to stow them away; and

when discharged from one vessel, they would not be likely to take care of them until shipped again in another.

To be really serviceable, therefore, it would be indispensable that they should form a part of every ship's furniture, and be all kept under lock and key in a chest stowed before the foremast, or other convenient place on the upper deck.

And, after all, their supply would entail no serious expense on a shipowner, for such belts could be provided for 10s. or 10s. 6d. each, and they would last for twenty years without repair; so that their first cost would be almost nothing spread over that long period. Indeed, if a shipowner were to appeal to his crew to pay a shilling annually towards the cost of life-belts for their protection, we believe that it would be nearly always cheerfully given, which would in a few years pay for the belts and the chest to preserve them.

In conclusion, we come to the question: "Whether the provision of means for the safety of ships' crews may be safely left to the shipowner, or whether the same should be defined and required by law?"

We are of opinion that where the lives of large numbers of individuals are at stake, whether ashore or afloat, all proper precautionary measures for their protection should be guaranteed by public authority, unless the pecuniary interest of the employer lies in the same direction. But in the case in point it is known that shipowners object to incurring additional expense. They urge that the now unprotected shipping interest is scarcely able as it is to compete with foreign shipping, and that as foreign vessels are not required to incur the expense of providing life-boats and life-belts for their crews, they would, with these additional expenses, be placed at a still further disadvantage.

We should admit the force of this reasoning in any matter where life was not at stake. And even as it is, we admit that no expense not indispensably necessary should be required—that ships should not be required to carry life-boats of a very expensive character—and that in the matter of life-belts, the crews of vessels might be called on to contribute a small annual sum towards their supply. But, we contend, that the annual loss of seven or eight hundred lives by drowning, chiefly of seamen, is too serious an evil—nay, serious public calamity—to be allowed to continue.

SERVICES OF LIFE-BOATS.

LYME REGIS, DORSET.—On the 14th November, 1860, the smack *Elizabeth Ann*, of Lyme Regis, culm laden, was driven ashore at the back of the Northern harbour wall, the wind blowing a hard gale from the S.W. at the time, and the night being very dark. The Lyme Regis life-boat was quickly launched, and proceeded to the aid of her crew, three in number, who were taken off, and landed in safety, although with some difficulty and risk, owing to her position on the rocks and the intense darkness of the night. The behaviour of the life-boat was much praised on the occasion.

HAUXLEY, NORTHUMBERLAND.—At day-break on the 23rd November, a schooner, the *Susan and Isabella*, of Dundee, laden with potatoes, was observed under Coquet Island, with a signal of distress flying, her cargo having shifted during the night. The wind was blowing hard from the east at the time, with a heavy sea on. The Hauxley life-boat was immediately launched, and took off her crew of five men, landing them in safety.

On the 1st January, 1861, another schooner, the *Prospect*, of Berwick-on-Tweed, laden with coals, with a crew of six men, was observed at anchor in the Coquet Roads, apparently in a sinking state, and close to the broken water on the Pan Bread Rocks, her crew being in her long-boat, fast to her stern. The Hauxley life-boat was quickly launched through a high surf, and succeeded in taking them on board, and landing them in safety, which could not have been effected in their own boat. MIDDLETON H. DAND, Esq., and Captain HIPPLEWHITE, harbour master at Amble, members of the local committee of management, went off in the life-boat.

ARDMORE, IRELAND.—On the 26th December, 1860, the brigantine *Diana*, of Frederickshamn, from Bordeaux, laden with wheat and brandy, struck on a reef of rocks in Ardmore Bay, the wind blowing a gale from S.E. The Ardmore life-boat was soon manned by a crew of Coastguard-men and

fishermen, a gentleman named JOHN RODERICK taking a vacant oar; the surf was stated to have been very heavy at the time, and great credit was attached to those who manned the life-boat: all their efforts, however, to reach the vessel failed, the boat filling with the surfs, but quickly relieving herself again of them. The crew of the wrecked vessel then veered a small boat to the shore by a line, which, although it swamped when near the shore, yet was carried near enough to it to enable the persons on the beach to reach it by wading into the surf. Thereupon the coxswain of the life-boat, finding they could not progress under oars, returned to the shore, and the line from the vessel being made fast to the bow of the life-boat and a rocket line to her stern, she was hauled off to the wreck by the crew of the latter. Seven of the crew were got into her with difficulty, there being a fearful sea breaking over her, which risked the destruction of the boat against her sides, when the rope being cut, she was hauled to the shore by the persons on the beach, landing the unfortunate men in safety. One of the vessel's crew, in the confusion, was left on board the wreck; but the vessel being driven nearer to the beach by the rising tide, he presently threw himself into the sea, with a small raft, on which he managed to retain his hold until driven near enough to the beach to be grappled by parties going into the surf to his aid.

PADSTOW, CORNWALL.—On the night of the 31st Dec. last the brigantine *Nugget*, of Bideford, was driven from her anchors, and stranded on the "Doomed" bar, in Padstow harbour, a heavy westerly gale blowing at the time. The crew, five in number, took to their own boat, but were speedily carried by the force of wind and tide into a very dangerous position near the harbour's mouth, where they let go their anchor, to prevent their being swept round the point to inevitable destruction. In this position they were seen from the shore, when the Padstow life-boat, which had already boarded their vessel, proceeded to their assistance, and took them off in safety, just before a heavy sea filled and sunk their boat.

CULLERCOATS, NORTHUMBERLAND.—On the 1st January, 1861, the brig *Lovely Nelly*, of Seaham, was driven ashore on Whitley Sands, two miles from Cullercoats, and three miles north of the Tyne. A strong gale was blowing from E.S.E., with a heavy sea and showers of snow and sleet. The Cullercoats life-boat was promptly drawn on her carriage to the spot, and launched through a high surf, when she succeeded in taking off six of the crew, and landed them in safety. A boy was unfortunately drowned, as before he could be got into the boat the mainmast fell, and entangled him in its rigging. The vessel almost immediately afterwards broke up. The life-boat was reported to have behaved remarkably well, and her coxswain and crew to have acted in the most prompt and energetic manner; indeed, had they not done so the vessel would have broken up, and the crew have been drowned, before the arrival of the life-boat to their aid.

CAISTER, NORFOLK.—On the 6th January the brig *Arctusa*, of Blyth, went ashore on the Cross Sand, near Great Yarmouth. The Caister life-boat was immediately launched, and proceeded, under sail, to the rescue of her crew, eight in number, whom she succeeded in taking on board and landing in safety at Caister. As the life-boat had to cross the Barber Sands, on which there was a very heavy surf breaking, and to take the wrecked crew off in a very heavy broken sea on the Cross Sand, the work was attended both by difficulty and danger.

SKERRIES, COUNTY DUBLIN.—On the 9th February the schooner *Margaret Anne*, of Preston, laden with coals, was driven ashore north of the harbour of Skerries, in a heavy easterly gale. The Skerries life-boat immediately proceeded to her aid, and took off her crew, four in number, landing them safely.

On the same afternoon, three hours later, the smack *Gipsy*, of Newry, also coal laden, was driven on the rocks on the north side of Colt Island, one of the Skerries group. The life-boat again put off, and after a hard row against a heavy sea, took off her crew, four in number, but in doing so got herself

stove in on the rocks; she, however, landed them safely, but the master, who had had his leg broken, died shortly after being landed.

SEATON CAREW, DURHAM.—On the 10th February, in the fearful gale from the east which caused such destruction to shipping and terrible loss of life on our east coast, the brig *Providence*, of Shields, coal laden, was driven on the Long Scarr Rocks, between the mouth of the Tees and Hartlepool. The Seaton Carew life-boat was quickly launched, and proceeding to her assistance through a high surf, took off her crew, eight in number, and landed them in safety. She had scarcely done so when she was again called to the aid of the brig *Mayflower*, of Newcastle, also coal laden, which had gone ashore on the East Gare Sand, off the Tees mouth. The life-boat also took off her crew of eight men, and safely landed them.

On the previous day this boat had, in conjunction with the West Hartlepool life-boat, endeavoured to save the crews of the brig *Alliance* of Guernsey, and schooner *Warnsbeck* of Shields, which were wrecked on the Long Scarr Rocks, but although every effort was made, they were unsuccessful, owing to the difficult position into which the vessels had driven on these dangerous rocks. As it was, the boat was herself injured and partially disabled thereby. The Honorary Secretary to the Seaton Carew Branch of this Institution thus writes on this case:—

“Persevering efforts were made for nearly two hours to save the crews by the Seaton Carew and West Hartlepool life-boats, but, I deeply regret to say, without success. The great extent of rock between the wrecks and the open water rendered them unapproachable, and when they broke up, all on board perished. I wish you had been here on that disastrous Saturday and Sunday (9th and 10th February), I am sure you would have been gratified to see the gallant way in which our crew worked, though composed, as you know, chiefly of landsmen. They were going from 9 A.M. on Saturday until 11 A.M. on Sunday, without rest, and not only attending to our own life-boat, but helping to man the West Hartlepool boat when short of hands.”

Are not such services, to which our life-boat crews are sometimes called, above all praise, and beyond the reach of any pecuniary reward?

CARNSORE, COUNTY WEXFORD.—On the night of the 10th February, the bark *Guyana*, of Glasgow, bound to the West Indies, was driven ashore on the Carrig Rocks, off Greenore Point, County Wexford, in a N.E. gale. Intelligence having been conveyed to the Carnsore life-boat station, the crew of the life-boat were called up, and horses procured, and the boat started on her mission of mercy at about 3 A.M. Owing to the dreadful state of the roads from heavy rains, and the circuitous route of many miles that the boat had to perform, it was nearly 9 A.M. before she arrived at Greenore, notwithstanding that no less than seven horses were employed to draw her. She had then to be taken off her carriage, and lowered down a steep cliff eighty feet in height. This was successfully performed under the direction of Captain PARTRIDGE, R.N., Inspecting Commander of Coastguard. She was then launched through a high surf, and proceeded to the wreck, Capt. PARTRIDGE and the Chief Officer of Coastguard, Mr. BARRETT, going off in her. On arriving near the vessel, however, the force of wind, tide, and sea was so great that it was found impossible to reach her; the boat was therefore anchored for a while to rest the crew. A second attempt was then again made, but with no better success. A third time, some of the oars being double manned, the boat proceeded, and rowing to windward of the wreck, cast anchor, and was veered down to her. The whole crew, numbering no less than nineteen in all, were then got safely into her, and conveyed to the shore, which was reached at 2.30 P.M., after more than five hours' severe exposure and exertion. Some of the wrecked crew when landed were in a very exhausted state.

TRAMORE, COUNTY WATERFORD.—On the night of the 16th February, the Greek brig *San Spiridione*, of Galaxide, coal laden, was driven ashore in Tramore Bay, in a south gale. As she made no signals of distress, her dangerous position was not seen from

the shore until daylight on the 17th, when the Tramore life-boat was manned and launched through a very high surf; the efforts of her crew were, however, unavailing, and they becoming exhausted, she was brought back to the shore. She was then replaced on her carriage and drawn to a more favourable position for launching, and was again manned by another volunteer crew, and this time succeeded in getting close to the wreck; but the foreigners would not throw themselves into the water to be picked up by the crew of the life-boat, the latter not being able to get near enough for them to jump into the boat. Whilst remaining by the wreck, a heavy surf broke over the boat and upset her, throwing her crew into the water; but being supported by their cork life-belts, three of them regained and got into the boat; the rest, five in number, made for the shore, which all reached in safety. After a while the vessel began to break up, and the crew were precipitated into the surf, clinging to the spars and fragments of the hull, &c. The life-boat was then a third time launched, and succeeded in saving two of the unfortunate crew; two others were saved by persons wading into the surf to their rescue as they neared the shore. One gentleman, JAMES BUDD, Esq., Honorary Secretary to the Tramore Branch of the Institution, rode into the surf on his horse, and succeeded in saving one of the wrecked crew by throwing a cork life-belt to him in the water, but he was twice washed off his horse whilst making these humane efforts. The coxswain of the life-boat had charge of her on each occasion of her launching, and did his utmost to insure success. Fortunately, such cases of partial failure are the exception to the general rule, but it must be expected, in such hazardous and difficult undertakings, that failure should sometimes occur.

On the 20th February the services of this life-boat were again called into requisition. The Austrian schooner *Voador du Vouga*, with a cargo of Indian corn and figs, was driven ashore in Tramore Bay, in a S.W. gale, when the life-boat was quickly launched, and succeeded in taking off her crew of eight men, landing them in safety, the vessel shortly after breaking up.

Boulmer, Northumberland.—On the night of the 27th March the schooner *Hortensia*, of Hanover, drove ashore on the North Steel Rocks, near Boulmer. The Boulmer life-boat was soon launched through a high surf, and proceeded to the rescue of her crew, which they succeeded in effecting with some difficulty, and after being three times foiled in the attempt. The master, however, who was in a state of intoxication at the time, resolutely refused to leave his vessel, and was shortly afterwards washed overboard and drowned. The wreck soon after broke up.

The above cases are all that we have space for under our usual heading of "Life-boat Services." The following is a list of other services performed by the life-boats of the NATIONAL LIFE-BOAT INSTITUTION during the last winter months:—

Appledore life-boat, on 9th Oct., 1860, saved 5 men from the schooner *Druid*, of Aberystwyth.

Fleetwood life-boat, on 20th Oct., saved 16 men from the barque *Vermont*, of Halifax.

Filey life-boat on 10th Nov., saved 5 men from the brig *Flying Fish*, of Whitby;

Also, on 30th Dec., saved 7 men from the brig *Gloucester*, of South Shields.

Yarmouth life-boat, on 18th Nov., saved 6 men from the schooner *Admiral Hood*, of Rochester.

Newbiggin life-boat, on 28th Nov., saved 3 men from the schooner *Rose*, of Lynn.

Middlesborough life-boat, on 2nd Dec., saved 11 men from the brig *Prodroma*, of Stockton;

Also, on 7th April, 1861, saved 4 men from the schooner *Oregon*, of Stonehaven.

Seaton Carew life-boat, on 16th Dec., saved 7 men from the brig *Eliza*, of Middlesborough.

Rosslare (Co. Wexford) life-boat, on 21st Dec., saved 6 men from the Danish brigantine *Freia*, of Königsberg.

Lossiemouth life-boat, on 1st Jan., 1861, saved 3 men from the schooner *Thomas and Jane*, of Dundee.

Whitburn life-boat, on 5th Jan., saved 4 men from a fishing-boat.

Cardigan life-boat, on 21st Jan., saved 8 men from the schooner *Dewi Wyn*, of Portmadoc.

Penmon life-boat, on 25th Jan., saved 2 men from the flat *Cymraes*, of Beaumaris;

Also, on 10th Feb. saved 4 men from the schooner *Village Maid*, of Fleetwood.

Castletown life-boat, on 9th Feb., saved 3 men from the lugger *Nimrod*, of Castletown.

Arklow life-boat, on 9th Feb., saved 5 men from the schooner *William*, of Morecambe.

Redcar life-boat, on 9th Feb., saved 10 men from the brig *Roman Empress*, of Shields.

Rhyl life-boat, on 9th Feb., saved 5 men from the schooner *William*, of Liverpool.

Wicklow life-boat, on 9th Feb., saved 8 men from the brig *New Draper*, of Whitehaven.

Holyhead life-boat, on 19th Feb., put off and rendered assistance to the schooner *Furnette Miner*, of Barrow;

Also, on 6th March, saved 4 men from the schooner *Elizabeth*, of Bridgwater.

Aldborough life-boat, on 2nd March, saved 6 men from the brig *La Jeune Marie Thérèse*, of Labourne, and took off 5 men from the barque *Perseverance*, of Scarborough, which vessels had been in collision.

Portmadoc life-boat, on 6th March, saved 17 men from the ship *Danube*, of Belfast.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.*

Thurso, Scotland.—A life-boat station has been recently established at Thurso in connection with the NATIONAL LIFE-BOAT INSTITUTION, and a single-banked, self-righting life-boat, 30 feet long, and rowing six oars, has been placed there, together with a transporting-carriage and complete equipment. The whole were conveyed to Thurso in October last.

The position of Thurso on the south shore of the Pentland Frith, through which dangerous channel numberless vessels pass every year, makes it a very desirable station for a life-boat. The cost (180*l.*) of this boat was presented to the Institution by A. W. JAFFRAY, Esq., of London, who had also given the cost of the St. Andrew's and Whitby life-boats to the Institution.

Buckie, Scotland.—A life-boat station has been established at the important fishing-village of Buckie, on the coast of Banffshire, by the NATIONAL LIFE-BOAT INSTITUTION. A similar boat to that sent to Thurso was forwarded there in October last, with a transporting-carriage. The cost (180*l.*) of this life-boat was also presented

* The life-boats hereafter named, were, as usual, liberally conveyed to their several stations, free of charge, by the following Railway and Steam Packet Companies:—viz., Railway Companies—Great Western; London and North-Western; Great Northern; London, Brighton, and South-Coast; South Wales; Chester and Holyhead; North-Eastern; North British; Glasgow and South-Western; Scottish North-Eastern; Great North of Scotland; Banff and Portsoy. Steam Packet Companies—General Steam Navigation; London and Belfast; Aberdeen, Leith, and Clyde; Londonderry and Belfast.

to the Institution by the same benevolent lady who gave the cost of the St. Ives, Newquay, and Tyrella life-boats.

PORTRUSH, IRELAND.—A branch of the Institution has been formed at Portrush, on the north coast of Ireland, and a 30-foot single-banked boat was placed there, with a transporting-carriage, &c., in December last. A lady (M. A. C. S.) presented 180*l.* to the NATIONAL LIFE-BOAT INSTITUTION, to pay the cost of this life-boat. She also gave a similar amount for the Porthcawl life-boat.

LLANDUDNO, NORTH WALES.—A branch of the Institution has been formed at Llandudno, and a 32-foot double-banked life-boat and transporting-carriage have been placed there. The cost of this boat (200*l.*) was presented to the Institution by two ladies, resident at Liverpool, in memory of a deceased sister, and she has accordingly been appropriately named *The Sisters' Memorial*. She was conveyed, with her transporting-carriage and stores, to her station in January last. This boat completes the series of life-boat stations on the north coast of Wales, for the protection of the immense shipping trade sailing to and from the great port of Liverpool.

PENARTH, SOUTH WALES.—A life-boat station, in connection with the NATIONAL LIFE-BOAT INSTITUTION, has been established at Penarth, on the northern shore of the Bristol Channel, where vessels frequently get stranded on the shoals of the neighbourhood, and lives are sometimes lost. A single-banked life-boat, 30 feet long, with transporting-carriage, &c., has been supplied to the station, and was forwarded to it in January last. The cost (200*l.*) of this life-boat was given by GEORGE GAY, Esq., of Cotham Park.

WHITBY, YORKSHIRE.—The Whitby Life-boat Society have recently joined the NATIONAL LIFE-BOAT INSTITUTION, and become one of its branches, and a 32-foot double-banked life-boat, on the Institution's self-righting plan, has been placed there,

together with a transporting-carriage, in lieu of the unfortunate boat which upset there and drowned all her crew except one man in February last. The cost (200*l.*) of this boat was likewise presented to the Institution by A. W. JAFFRAY, Esq. She was, in April last, conveyed gratuitously to her station by the several railway companies between London and Whitby.

IRVINE, SCOTLAND.—This life-boat station has been transferred to the management of the NATIONAL LIFE-BOAT INSTITUTION, which has sent there a new 30-foot single-banked, 6-oared life-boat and transporting-carriage. Some lamentable wrecks have occurred on this part of the west coast of Scotland. The cost of the life-boat (180*l.*) was generously presented to the Institution by Miss PRINGLE KIDD, of Lasswade Bank. The life-boat, transporting-carriage, and stores were forwarded to Irvine, in May last.

SELSEY.—The NATIONAL LIFE-BOAT INSTITUTION has recently placed a life-boat at Selsey, in Sussex, for the protection of the crews of vessels which get stranded on the Ower's Banks, and other shoals in the neighbourhood of Selsey Bill. Selsey being only a poor fishing-village, a branch of the Institution has been formed at Chichester, to aid in supporting this establishment, with the title of the Chichester and West Sussex Branch of the National Life-boat Institution. A double-banked life-boat, 35 feet long, and rowing 12 oars, was forwarded to Chichester, together with a transporting-carriage, on the 5th of June, whence, after a public exhibition of some of her properties, she was drawn to her station on her own carriage. The cost (180*l.*) of this boat was presented to the Institution by some members of the Society of Friends.

At each of the above stations substantial boat-houses have been built for the protection of the several boats, and local committees of management have been organized in accordance with the custom and rules of the Institution.

THE RAMSGATE LIFE-BOAT:

A NIGHT ON THE GOODWIN SANDS.

BY THE REV. J. GILMORE, M.A.*

CHAPTER I.

THE GOODWIN SANDS.

"God have mercy upon the poor fellows at sea!" Household words, these, in English homes, however far inland they may be, and although near them the blue sea may have no better representative than a sedge-choked river or canal, along which slow barges urge a lazy way. When the storm-wreck darkens the sky, and gales are abroad, seaward fly the sympathies of English hearts, and the prayer is uttered, with, perhaps, a special reference to some loved and absent sailor. It is those, however, who live on the sea-coast, and watch the struggle going on in all its terrible reality—now welcoming ashore, as wrested from death, some rescued sailor—now mourning over those who have found a sudden grave almost within call of land—that learn truly to realise the fearfulness of the strife, and to find an answer to the moanings of the gale in the prayer, "God have mercy upon the poor fellows at sea!"

This lesson is perhaps more fully learnt at Ramsgate than at any other part of the coast. Four-fifths of the whole shipping-trade of London pass within two or three miles of the place; between fifty and a hundred sail are often in sight at once,—pretty picture enough on a sunny day, or when a good wholesome breeze is bowling along; but anxious, withal, when the clouds are gathering, and you see the fleet making the best of its way to find shelter in the Downs, and a south-westerly gale moans up, and the last of the fleet are caught by it, and have to anchor in exposed places, and you watch them riding heavily, making bad weather of it—the seas, every now and then, flying over them. If it is winter-time, and the weather stormy, the harbour fills with vessels; tide after tide brings them in, till they may number two or three hundred,—many of them brought in disabled, bulwarks washed away, masts over the side, bows stove in, or leaky, having been in collision, touched the ground, or been struck by a sea. The harbour is then an irresistible attraction to the residents; the veriest landmen grow excited, and make daily pilgrimages to the piers, to see how the vessels under repairs are getting on, or what new disasters have occurred.

But it is at night-time especially that one's thoughts take a more solemn and anxious turn. As you settle down by the fireside for a quiet evening, you remember the ugly appearance the sky had some two or three hours before, when you were at the end of the pier. You felt that mischief was brewing; gusts of wind swept by; and you looked down upon a white raging sea. The Downs anchorage was full of shipping; some few vessels had parted their cables, and had to run for it, while a lugger or two staggered out with anchors

and chains to supply them; others made for the harbour,—you almost shuddered as you looked down upon them from the pier, and saw them in the grasp of the sea, rolling and plunging, with the waves surging over their bows. Another moment's battle with the tide;—you heard the orders shouted out, you saw the men rushing to obey them,—the pilot steady at the wheel,—and you could scarce forbear a cheer as ship after ship shot by the pier-head, and found refuge in the harbour. Altogether it was a wild, exciting scene, and you cannot shake off the effect; you shut your book, and listen to the storm. The wind rushes and moans by; a minute before it was raging over the sea. The muffled roaring sound you hear is that of the waves breaking at the base of the cliff. You get restless, and go to the window, peer out into the dark night, and watch with anxious, it may be nervous, thoughts the bright lights of the light-vessels, which guard the Goodwin Sands—sands so fatal that, when the graves give up their dead, few churchyards shall render such an account as theirs in number, and also that they entomb the brave and strong—men who a few hours before were reckless and merry, ready to laugh at the thoughts of death—who, if homeward bound, were full of joy, as they seemed already to stand upon the thresholds of their homes; or by whom, if outward bound, the kisses of their wives, which seemed still to linger on their cheeks, and the soft clasping arms of their little ones, which still seemed to hang about their necks, were only to be forgotten in the few hours of terrible life-struggle with the storm, and then keenly again remembered in the last gasping moments, ere the Goodwin Sands should find them a grave almost within the shadows of their homes! Saddened with these thoughts, you turn again to your book, but scarcely to read. A sudden noise brings you to your feet! What was it? An open shutter or door, caught and banged to by the wind; or the report of a gun? It sounded woefully like the latter! You hurry to the window, and anxiously watch the light-vessels. Suddenly from one of them up shoots a stream of light. They have fired a rocket; and the gun, and the rocket, five minutes after, form the signal that a vessel is on the Sands, and in need of immediate assistance. You remember watching the breakers on the Sands during the day, as they rose and fell like fitful volumes of white eddy smoke, breaking up the clear line of the horizon, and tracing the Sands in broken, leaping, broad outlines of foam. And you realise the sad fact that, amid those terrible breakers, somewhere out in the darkness, within four or five miles of you, near that bright light, there are twenty or fifty—you know not how many—of your fellow-creatures, struggling for their lives. "Ah!" you say, as the storm-blast rushes by, "if this gale lasts a few hours, and there is no rescue, the morning may be calm, and the sea then smooth as a lake; but nothing of either ship or crew shall we see." But, thank God! there will be a rescue. You know that already brave hearts have determined to attempt it; that strong, ready hands are even now at work, in cool, quick preparation; that

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almost before you could battle your way against the tempest down to the Pier Head, the steamer and life-boat will have fought their way out into the storm and darkness upon their errand of mercy. "God have mercy upon the poor fellows at sea—upon the shipwrecked, upon the brave rescuers!" is the prayer that finds a deep utterance from your heart during the wakeful minutes of the anxious night; and, as you fall asleep, visions of the scenes going on so near, mingle with your dreams, and startle you again to watchfulness and prayer.

We go back to the 26th of November, 1857, and select the events of that night for our narrative, because, perhaps, never before or since did men and boat live through such perils as the Ramsgate life-boat crew then encountered; and because, moreover, they seem well to illustrate the dangers connected with the life-boat service on the Goodwin Sands.

The day in question had been very threatening throughout; it was blowing very fresh, with occasional squalls from the east-north-east, and a heavy sea running. At high tide the sea broke over the East Pier. As the waves beat upon it, and dashed over in clouds of foam, it looked from the cliff like a heavy battery of guns in full play. The boatmen had been on the look-out all day, but there were no signs of their services being required. Still they hung about the pier till long after dark. At last many were straggling home, leaving only those who were to watch during the night, when suddenly some thought they saw a flash of light. A few seconds of doubt, and the boom of the gun decided the point. At once there was a rush for the life-boat. She was moored in the stream about thirty yards from the pier. In a few minutes she was alongside. Her crew was already more than made up. Some had put off to her in wherries; others had sprung in when she was within jumping distance of the steps. She was over-manned; and the two last on board had to turn out. In the meantime a rocket had been fired from the light-vessel. Many had been on the look-out for it, that they might decide beyond all doubt which of the three light-vessels it was that had signalled. It proved to be the North Sand Head vessel. The cork jackets were thrown into the boat; the men were in their places, and all ready for a start in a comparatively few minutes. They had not been less active in the steamer, the *Aid*. Immediately upon the first signal her shrill steam-whistle resounded through the harbour, calling on board those of her crew who were on shore; and her steam, which is always kept up, was got to its full power, and in less than half an hour from the firing of the gun, she steamed gallantly out of the harbour, with the life-boat in tow. As she went out, a rocket streamed up from the Pier Head. It was the answer to the light-vessel, and told that the assistance demanded was on its way.

Off they went, ploughing their way through a heavy cross sea, which often swept completely over the boat. The tide was running strongly, and the wind in their teeth; it was hard work breasting both sea and wind in such a tide and

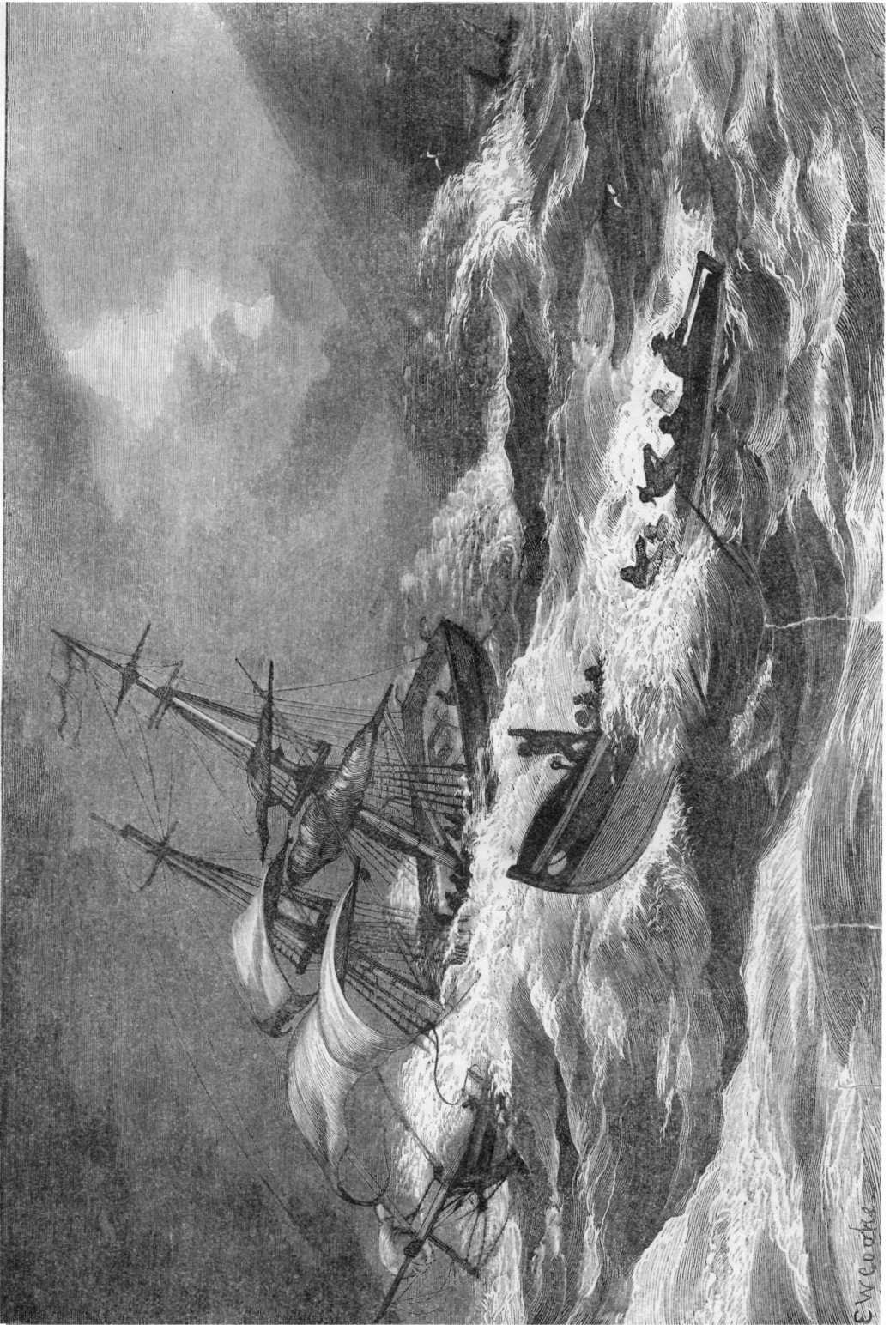
gale; but they bravely set to their work, and gradually made head-way. They steered for the Goodwin, and, having got as near to the breakers as they dared take the steamer, worked their way through a heavy head-sea along the edge of the Sands, on the look-out for the vessel in distress. At last they make her out in the darkness, and, as they approach, find two Broadstairs luggers, the *Dreadnought* and *Petrel*, riding at anchor outside the sand. These had heard the signal, and, the strong easterly gale being in their favour, had soon run down to the neighbourhood of the wreck. On making to the vessel, the new comers find her to be a fine-looking brig, almost high and dry on the sands. Her masts and rigging are all right; the moon, which has broken through the clouds, shines upon her clean new copper; and, so far, she seems to have received but little damage.

Efforts have already been made for her relief. The *Dreadnought* lugger had brought with her a small twenty-foot life-boat. The "little" *Dreadnought* and this boat, with her crew of five hands, has succeeded in getting alongside the brig.

The steamer slips the hawser of the life-boat, and anchors almost abreast of the vessel, with about sixty fathom of chain out. There is a heavy rolling sea—but much less than there has been, as the tide has gone down considerably. The life-boat makes in for the brig; carries on through the surf and breakers; and, when within about forty fathoms of the vessel, lowers her sails, throws the anchor overboard, and veers alongside.* The captain and some of the men remain in the boat, to fend her off from the sides of the vessel; for the tide, although it is shallow water, runs like a sluice, and it requires great care to prevent the boat getting her sides stove in against the vessel. The rest of her crew climb on board the brig. Her captain had, until then, hoped to get her off at the next tide, and had refused the assistance of the Broadstairs men. But now he begins to realise the danger of his position, and is very glad to accept the assistance offered. One of his crew speaks a little English; and, through him, he employs the crew of the life-boat, and the others, to try and get his vessel off the Sands.

The Goodwin is a quicksand, and, as such, terribly fatal to vessels that get upon it. At low tide a large portion of it is dry, and is then hard and firm, and can be walked upon for four or five miles; but, as the water flows over any portion of it, that part becomes, as the sailors say, all alive—soft, and quick, and ready to suck in anything that lodges upon it. Suppose the vessel to run bow on, with a falling tide, and where the sand shelves, or is steep. The water leaves the bow, and the sand there gets hard; the water still flows under the stern, and there the sand remains soft; down the stern sinks, lower and lower; the vessel soon breaks her back, or works herself almost upright on her stern; as the tide flows she

* The NATIONAL LIFE-BOAT INSTITUTION is indebted for the annexed beautiful sketch of the services of the Ramsgate life-boat, on this particular occasion, to the distinguished marine painter, E. W. COOKE, Esq., A.R.A., who has for some years past taken considerable interest in the success of the important operations of the Life-boat Institution.



E. W. Cooke

fills with water, works deeper and deeper into the sand, until at high tide she is completely buried, or only her topmasts are to be seen above water. Other vessels, if the sea is heavy, begin to beat heavily, and soon break up. Lifted up on the swell of a huge wave, as it breaks and flies from under them in surf, they crash down with their whole weight upon the Sands, and are soon in pieces; or the broken hull fills with water, rolls, and lifts, and works, until it has made a deep bed in the Sands, in which it is soon buried—so that many vessels have run upon the Sands in the early night, and scarcely a vestige of them was to be seen in the morning. By way of illustration, let me tell what happened one dark stormy night in January, 1857, a few months before the events now being related.

The harbour steam-tug *Aid*, and the life-boat, had been out early in the day, trying to get to the *Northern Belle*, a fine American barque, which was ashore not far from Kingsgate; but the force of the gale and tide was so tremendous that they could not make way, and were driven back to Ramsgate, there to wait until the tide turned, or the wind moderated. About two in the morning, while getting ready for another attempt to reach the *Northern Belle*, rockets were fired from one of the Goodwin light-vessels, showing that some ship was in distress there. They hastened at once to afford assistance, and got to the edge of the Sands shortly after three. Up and down they cruised, but could see no signs of any vessel. They waited till morning's light, and then saw the one mast of a steamer standing out of the water. They made towards it; but there were no signs of life, and no wreck to which a human being could cling. Almost immediately upon striking the vessel, as they concluded, must have broken up, sunk, and become buried in the quicksand. Away, then, for the *Northern Belle*! Scarcely is the word given, when the captain of the *Aid* sees a large life-buoy floating near. "Ease her," he cries; and the way of the steamer slackens. "God knows but what that buoy may be of use to some of us." The helmsman steers for it. A man makes a hasty dart at it with a boat-hook, misses it, and starts back appalled from a vision of staring eyes, and matted hair, and wildly-tossed arms. They shout to the life-boat crew, and they in turn steer for the life-buoy; the bowman grasps at it, catches it, but cannot lift it in. His cry of horror brings others to help him; they lift the buoy and bring to the surface three dead bodies that are tied to it by spun yarn round their waists. Slowly and carefully, one by one, the crew lift them on board and lay them out under the sail.

The *Violet* passenger steamer had left Ostend about eleven at night; about two in the morning she got on the Goodwin Sands; a little after three there was no one left on board to answer the signals of the steam-boat and show their position; at seven, there was nothing to be seen of her but the one mast, the life-buoy, and the three corpses sleeping their long, last sleep under the life-boat sail. Such are the Goodwin Sands!

CHAPTER II.

THE WRECK ABANDONED, AND THE LIFE-BOAT DESPAIRED OF.

THE boatmen, as soon as they get on board the brig, find her in a very perilous position, but have hopes of getting her off; at all events, they will try hard for it. She is a fine, new, and strongly-built Portuguese brig, belonging to Lisbon, and bound from Newcastle to Rio, with coals and iron. Her crew consists of the captain, the mate, ten men, and a boy.

She is head on to the sand; but the sand does not shelve much, and her keel is pretty even. The wind is blowing still very strong, and right astern; the tide is on the turn, and will flow quickly. There is no time to be lost; the first effort must be to prevent her driving further on the sand. With this object the boatmen get an anchor out astern as quickly as possible; they rig out tackles on the foreyard, and hoist the bower-anchor on deck, slew the yard round, and get the anchor as far aft as they can; they then shift the tackles to the main-yard, and lift the anchor well to the stern, shackle the chain-cable on, get it all clear for running out, try the pumps to see that they work, and then wait until the tide makes sufficiently to enable the steamer, which draws six feet, to approach nearer. They hope the steamer will be able to back close enough to them to get a rope fastened to the flukes of the anchor, and then drag the anchor out, and drop it about one hundred fathoms astern of the vessel. All hands will then go to the windlass, keep a strain upon the cable, and heave with a will each time the brig lifts—the steamer towing hard all the time with a hundred and twenty fathoms of nine-inch cable out. By these means they expect to work the brig gradually off the Sands.

But they soon lose all hope of doing this. It is about one o'clock in the morning; the moon has gone down; heavy showers of rain fall; it is pitch dark, and very squally; the gale is evidently freshening up again; a heavy swell comes up before the wind, and, as the tide flows under the brig, she begins to work very much. She lifts and thumps down upon the sands with shocks that make the masts tremble and the decks gape open. The boatmen begin to fear the worst. The life-boat is alongside, seven hands in her. She is afloat in the basin the brig has worked in the sands, and it requires all the efforts of the men on board to prevent her getting stove in. The tide still flows, the wind still rising, and the brig working with increased violence. As she rolls and careers over on her bilge, she threatens to fall upon and crush the life-boat. The captain of the boat hails the men on deck to come on board the boat, and get away from the side of the vessel. The boatmen try and explain the danger to the Portuguese; but they will not understand. Hail after hail comes from the boat, for every moment increases the peril; but the Portuguese captain still refuses to leave his vessel. Any moment may be too late; the boatmen are almost ready to try and force the Portuguese over the side, but cannot persuade them to stir; and

so, as they will not desert them, they also wait on. Suddenly a loud, sharp crack, like a blast of thunder, peals through the ship. The boatmen jump on the gunwale, ready to spring for the life-boat—for the brig may be breaking in half. No; but one of her large timbers has snapt like a pipe-stem, and others will soon follow. The Portuguese crew make a rush to get what things they can on deck; altogether they fill eight chests with their traps. These are quickly lowered into the life-boat. Her captain does not much like having her hampered with so much baggage, but cannot refuse the poor fellows at least a chance of saving their kit. The surf flies over the brig, and boils up all around her. The life-boat is deluged with spray, and her lights are washed out; the vessel lifts and thumps, and rolls with the force of wind and sea. Time after time the sound of her breaking timbers is heard; at each heave she wrenches and groans, and cracks in all directions; she is breaking up fast. Quick, my men, quick! for your lives, quick! The boy is handed into the boat; the Portuguese sailors follow; the boatmen spring in after them; and the brig is abandoned.

We have said that it was about one o'clock in the morning when the squalls came on, with heavy rain and thick darkness. The steamer was still at anchor, waiting for water to enable her to get nearer the brig. But, as the gale freshens, there is a dangerous broken sea, and the steamer begins to pitch very heavily. She paddles gently ahead to ease her cable; but it is soon evident that, if they are to get their anchor up at all, they must make haste about it. They heave it up and lay-to for the life-boat. The sea comes on so quickly that the *Dreadnought* lugger is almost swamped at her anchor, and has to cut her cable without attempting to get it in, and make before the gale for Rams-gate. The *Petrel* lugger springs her mast, which is secured with difficulty; and she, too, makes the best of her way for the harbour. The wind increases; the gale is again at its height, and a fearful sea running. Wave after wave breaks over the steamer and sweeps her deck; but she is a splendid boat, strongly built and powerful; and her captain and crew are well used to rough work. Head to wind, and steaming half-power she holds her own against the wind, and keeps, as far as they can judge, still in the neighbourhood of the wreck. Of it, and the life-boat, they can see nothing. Time passes on, and they get anxious. The wreck must have been abandoned before this! Is the boat swamped, or stove, and all lost? They signalize to it again and again, but in vain; they cruise up and down upon the very edge of the sand, hoping to fall in with it. Now they make in one direction, and now in another, as the roaring of the storm now and again shapes itself into cries of distress to their straining senses, or a darker shadow on the sea deludes them into the hope that at last they have found the lost boat. All hands are on the lookout, and greatly excited. The storm is terrible in the extreme; but they forget their own peril and hardships in their great, great fears for the safety of their comrades. The anxiety becomes

insupportable. Through the thick darkness the bright light of the *Gull* light-vessel shines out like a star. With a faint hope they wrestle their way through the storm, and speak the vessel. "Have you seen anything of the life-boat?" they shout out. "Nothing, nothing," is the answer; it seems to confirm all their fears. Back now they hasten to their old cruising-ground; they will not slack their exertions, nor lose a chance of rendering their assistance. It is still darkness, and silence, but for the rage of the gale; the hours creep on. How they long for the light! All hands still on the watch; and, as the first gray dawn of morning comes, it is with straining eyeballs that they seek to penetrate the twilight. It is almost light before they can even find the place where the wreck lay. With all speed, but little hope, they make for it; and then indeed all their great dread seems realized. The brig had completely broken up, and was all to pieces. They can see great masses of timber and tangled rigging, but no signs of life. Nearer and nearer they go, and wait till it is fairly light; but still nothing is to be seen but shattered pieces of wreck, moored fast by the matted cordage to the half-buried ruins of the hull, and tossing and heaving in the surf. Some think they see mingled with the wreck pieces of the life-boat; but, whether they are or not, the end seems the same; and, after one last careful but vain look around to see whether there are any signs of the life-boat elsewhere on the Sands, sadly they turn the steamer's head and make for the harbour. They grieve for brave comrades tried in many scenes of danger, and think with faint hearts of the melancholy report they have to give; and it is but little consolation to them, in the face of so great a loss, that they, at all events, have done their best.

CHAPTER III.

BEATING OVER THE SANDS.

ALL hands have deserted the brig. There are in the life-boat thirteen Portuguese sailors, five Broadstairs boatmen, and the thirteen Ramsgate boatmen who form her crew—a precious freight of thirty-one souls. The small *Dreadnought* life-boat has been swung against the brig by the force of the tide, and damaged; and none dare venture in her.

The tide is rising fast, the gale coming on again in all its force, the surf running very high and breaking over the brig, so that the life-boat, which is under her lee, is deluged with a constant torrent of spray. The vessel is rolling very heavily; she has worked a bed in the sand; and this the run of the tide has enlarged. The life-boat is afloat within the circle of this bed; the brig threatens to roll it over. "Shove and haul off; quick: shove off," are the orders. Some with oars shoving against the brig, others hauling might and main upon the boat's hawser, they manage to pull the life-boat two or three yards up to her anchor, and to thrust her a little from the side of the brig. Now she grounds heavily upon the edge of the basin worked in the sand by the brig.

"Strain every muscle, men; for your lives, pull!"—No; she will not stir an inch; she falls over on her side; the sea and surf sweep over her; the men cling to the thwarts and gunwale; all but her crew give up every hope; but they know the capabilities of the boat, and do not lose heart. Crash! The brig heaves, and crushes down upon her bilge; she half lifts upon an even keel, and then rolls and lurches from side to side; each time that she does so, she comes more and more over, nearer to the boat.

Here is the danger that may well make the stoutest heart quail. The boat is aground, hopelessly aground; her crew can see through the darkness of the night the masts and yards of the brig swaying over their heads; they toss wildly in the air as the brig heaves and rights, and, as she rolls, come beating down over their heads. Each time they sweep nearer, and nearer. Let them but touch the boat, and, in spite of all her strength, she must be crushed, and all lost. Desperate efforts they make to get out of their reach; but all in vain. It is a fearful time of suspense, while this question of life and death is being decided—Which will happen first? will the tide flow sufficiently to float them, or the brig work so much upon her side as to crush them with her masts and yards?

The men can do nothing more, in the dark, wild night, and terrible danger. Each minute seems an hour. They protect themselves as well as they can from the rush of spray and fierce wind over the boat, and wait on, anxiously watching the brig as she rolls nearer and nearer the boat. Each moment the position becomes more desperate. There is a stir among the men; they prepare for the last struggle. Some are getting ready to make a spring for the flying rigging of the brig, hoping to be able to climb on board, as the life-boat crushes. "Stick to the boat, men! stick to the boat!" the captain shouts out; "the brig must go to pieces soon, while we may yet get clear." At this moment the boat trembles beneath them, lifts a little on the surf, and grounds again. It is like a word of life to them; and instantly all hands are on the alert. They get all their strength on the hawser, and, as the boat lifts again, draw her a yard or two nearer her cable, but as yet no further from the brig. Again and again they try; but the tide and wind are both setting with all their force on the sand, and they cannot draw the boat up to her anchor.

Then the captain of the boat sees what is before them even if they get clear of the wreck. There is no hope but to beat right across the sand, and this in the wild, fearful gale, and pitch dark night; and what the danger of that is, only those who know the Goodwin Sands, and the fierce sea that sweeps over them, can at all imagine.

They continue to make desperate efforts to draw the boat clear of the brig. After many attempts, they succeed, and now ride at anchor in the surf and breakers, waiting for water to take them over the Sands. They see the lights of the steamer shining in the distance, outside the broken and shallow water; but there is no hope of assistance from her. Their lanterns are washed out,—they

cannot signalize; and, if they could, the steamer could not approach them. The sea is breaking furiously over them: time after time the boat fills, as the surf and waves wash clean over her; but instantly she empties herself again through the valves in her bottom. The gale sweeps by more fiercely than ever; the men are almost washed out of the boat; and, worse still, the anchor begins to drag. The tide has made a little; there may be water enough to take them clear of the brig. They must risk it. "Hoist the foresail; stand by to cut the cable." "All clear?" "Ay, ay!" "A way, then." And the boat, under the power of the gale and tide, leaps forward, flies along, but only for a few yards, when, with a tremendous jerk, she grounds upon the Sands. Her crew look up, and their hearts almost fail them as they find that they are again within reach of the brig. Her top-gallant masts are swaying about, her yards swing within a few feet of them, and the sails which had blown loose, and are fast going to ribbons, beat and flap like thunder over their heads. Their position seems worse than ever; but they are not this time kept long in suspense. A huge breaker comes foaming along; its white crest gleams out in the darkness; a moment's warning, and it swamps them, but all are holding on; its force drives the boat from the ridge on which she had grounded. Up it seems to swing them all in its mighty arms, and hurls them forward. And then again the boat crashes down on the sand as the wave breaks, and grounds with a shock that would have torn every man out of her if they had not been holding on.

One great peril has passed. They are safe from the wreck of the brig; but at that moment they are threatened with another almost as terrible. The small *Dreadnought* life-boat has been in tow all this time. As the Ramsgate boat grounds, the smaller boat comes bow on to her, sweeps round, and gets under her side: the two boats roll and crash together; each roll the larger one gives, each lift of the sea, she comes heavily down on the other; the crash and crack of timbers are heard. Which boat is it that is breaking up? Both must go soon if this continues. Some of the men seize the oars and boat-hooks, and thrust and shove for very life, trying to free the *Dreadnought*, which is thumping under the quarter of the Ramsgate boat. Again and again they try; it is a terrible struggle in that boiling sea and with the surf breaking over them. The boats still crash and roll together; one of them is breaking up fast. "Oars in!" cries the captain; "over the side, half a dozen of you; take your feet to her," and some of the brave fellows spring over, clinging to the gunwale of the Ramsgate boat. Again and again a fierce struggle; a monster wave heads on; the big boat lifts. "Altogether, men!" and with a great effort they push the *Dreadnought* clear. They scramble, or are dragged into the Ramsgate boat; the tow-rope is cut; and the *Dreadnought*, almost a wreck, is swept away by the tide, and lost in the darkness, while the Ramsgate boat is still mercifully uninjured.

A third time are they providentially saved from what seemed almost certain death; and yet they

have only commenced the beginning of their troubles—for is there not before them the long range of sand with the broken fierce waves, and raging surf, and many fragments of wrecks, studded here and there like sunken rocks, upon any one of which, if they strike, it must be death to them all?

The boat is still aground upon the ridge of sand. She lifts, and is swept round, and grounds again broadside to the sea, which makes a clear breach over her. The Portuguese are all clinging together under the lee of the foresail; and there is no getting them to move. The crew are holding here and there where they can, sometimes buried in water, often with only their heads out; the captain is standing up in the stern, holding on by the mizen mast. Often he can see nothing of the men, as the surf sweeps over them. He orders the chests to be thrown overboard; but most of them are already washed away. The rest are unlashd from their fastenings, and lifted as they can get at them; and the next wave carried them away. Heavy masses of cloud darken the sky; the rain falls in torrents; it is bitterly cold; they can do nothing but hold on; the tide rises gradually; suddenly the boat lifts again, is caught by the driving sea, and is flung forward. There is no keeping her straight; the water is too broken; her stern frees itself before the bow; and round she swings, onward a few yards, and grounds again by the stern. Round sweeps the bow; and with another jerk she comes broadside on the sands again, lurching over on her side with the raging surf making a clean sweep over her waist. It is a struggle for the men to get their breath; the spray beats over them in such clouds. Again and again this happens. The captain tries to get the men aft, so that the boat may be lightened in the bow, and thus be more likely to keep straight. Most of the boatmen come to the stern; but the Portuguese will not move, and even one or two of the English boatmen are so beaten by the waves, and exhausted, that they are almost unconscious, and only able to cling on with an iron nervous grasp to the sides and thwarts of the boat. As the captain sees the big waves sweep over the boat, time after time he expects to have men washed out of her; and, although he makes light of it, and does what he can to cheer them up, he has in his own heart but small hope of ever seeing land again.

The sands on the sea-shore, if there has been any surf, appear, at low tide, uneven with the ridges or ripples the waves have left on them. On the Goodwin, where the force of the sea is in every way multiplied, and the waves break, and the tide rushes, with tenfold power, the little sand-ripples become ridges, perhaps two or three feet high. It is on these ridges that the life-boat grounds. She is swept from one to the other as the tide rises, swinging round and round in the twirling tide, crashing and jerking each time she strands. All this was in the midst of darkness, bitter cold, and a raging wind, surf and sea, until the hardship and peril were almost too much to be borne, and some of the men felt dying in the boat. One old boatman thus describes his feelings: "Well, sir,

perhaps my friends were right when they said, 'I hadn't ought to have gone out—that I was too old for that sort of work (he was then about sixty years of age); but, you see, when there is life to be saved, it makes one feel young again; and I've always felt I had a call to save life when I could, and wasn't going to hold back then; and I stood it better than some of them after all. I did my work on board the brig, and, when she was so near falling over us, and when the *Dreadnought* life-boat seemed knocking our bottom out, as well as any of them; but, when we got to beating and grubbing over the Sands, swinging round and round, and grounding every few yards with a jerk that bruised us sadly, and almost tore our arms out of the sockets—no sooner washed off one ridge, and beginning to hope the boat was clear, than she thumped upon another harder than ever, and all the time the wash of the surf nearly tearing us out of the boat—it was almost too much for man to stand. There was a young fellow holding on next to me; his head soon dropt, and I saw he was giving over; and, when the boat filled with water, and the waves went over his head, he scarcely seemed to care to struggle free. I tried to cheer him, and keep his spirits up. He just clung to a thwart like a drowning man. Poor fellow, he never did a day's work after that night, and died in a few months. Well, I couldn't do anything with him; and I thought it didn't matter much, for I felt pretty sure it must soon be all over,—that the boat would be knocked to pieces: so I took my life-belt off, that I might have it over all the quicker; for I did not want to be beating about the Sands, alive or dead, longer than I could help; the sooner I went to the bottom the better, I thought. When once all chance of life was over—and that time seemed close upon us every minute—some of us kept shouting, just cheering one another up as long as we could; but I had to give that up: and I remember hearing the captain crying out, 'We will see Ramsgate again yet, my men, if we keep clear of old wrecks.' And then I heard the Portuguese lad crying, and I remember that I began to think it was all a terrible dream, and pinched myself to try if I were really awake, and began to feel very strange, and to get insensible. I didn't feel afraid of death; for you see I hadn't left it to such times as that to prepare to meet my God. And, if I ever spent hours in prayer, be sure I spent them in prayer that night. And I just seemed going off in a swoon, when I should have been soon washed out of the boat, for I felt very dream-like, when I looked up, and the surf seemed curling up both sides of me. I was going to dip my head to let the seas beat over my back, and I should never have lifted it again, when I saw a bright star. The clouds had broken a little, and there was that blessed star shining out. It was indeed a blessed, beautiful star to me; it seemed to call me back to life again; and I began to have a little thought about home, and that I wasn't going to be called away just yet; and I kept my eye upon that star whenever I could; and I don't know how it was, but that seemed just to keep me up, so that, when we got ashore, I was not much worse than the best of them. But, for seven whole

days after that, I lost my speech, and lay like a log upon my bed; and I was ill a long time—indeed, have never been quite right since; and I suppose I never shall get over it. But, what is more, I believe that the same may be said of every man that was in the boat. One poor young fellow is dead; another has been subject to fits ever since; and not any of us quite the men we were before; and no wonder, when you think what we passed through. I cannot describe it, and you cannot, neither can any one else; but, when you say you've beat and grubbed over those sands almost yard by yard in a fearful storm, on a winter's night, and live to tell the tale, why, it is the next thing to saying—you've been dead, and brought to life again."

The captain of the life-boat was chosen for that position for his fortitude and daring; and well he sustained his character that night—never for one moment losing his presence of mind, and doing his utmost to cheer the men up. The crew consisted of hardy, daring fellows, ready to face any danger, to go out in any storm, and to do battle with the wildest seas; but that night was almost too much for the most iron nerves. The fierce, freezing wind, the darkness, the terrible surf and beating waves, and the men unable to do anything for their safety; the boat almost hurled by the force of the waves from sand-ridge to sand-ridge, and apparently breaking up beneath them each time she lifted on the surf, and crushed down again upon the sand, besides the danger of her getting foul of any old wrecks, when she would have gone to pieces at once—how all this was lived through seems miraculous. Time after time there was a cry—"Now she breaks—she can't stand this—all over at last—another such a thump and she's done for!" and all this lasted for more than two hours, *as, almost yard by yard, for about two miles they beat over the Sands.*

Suddenly the swinging and beating of the boat cease; she is in a very heavy sea, but she answers her helm, and keeps her head straight. At last they have got over the Sands, and into deep water; the danger is past, and they are saved. With new hope comes new life. Some can scarcely realize it, and still keep their firm hold on the boat, expecting each second another terrible lurch and jerk upon the sands, and the wash of the sea. No; that is all over, and the boat, in spite of her tremendous knocking about, is sound, and sails buoyantly and well. The crew quickly get further sail upon her, and she makes away before the gale to the westward. The Portuguese sailors lift their heads. They have been clinging together, and to the boat, crouching down under the lee of the foresail during the time of beating over the Sands; they notice the stir among the boatmen, and that the deadly jerks and rushes of the sea over the boat have ceased; and they, too, learn that the worst is past, and the danger at an end. Long since did they despair of life; and their surprise and joy now know no bounds. Bravely on goes the life-boat, making good way to the westward. The Portuguese are very busy in earnest consultation: the poor fellows had lost all their kit, and only possessed the things they had on,

and a few pounds that they have with them. Soon it becomes evident what their consultation has been about. "Captain," one of the boatmen sings out, "they want to give us all their money!" "Yes, yes," said their interpreter, in broken English, "you have saved our lives! thank you, thank you! but all we have is yours; it is not much, but you take it between you;" and held out the money. It was about 17l. "I, for one, won't touch any of it," said the captain of the boat. "Nor I, nor I," others added; "come, put your money up." The brave fellows will not take a farthing from brother sailors, and poor fellows much like themselves; and in a few words they make them understand this, and how glad they are to have saved them. *

The life-boat has made good progress, and now runs through the Trinity Swatch Way; and, without further adventure, she reaches the harbour about five o'clock in the morning. The crew of the brig were placed under the care of the Consul; and the boatmen went to their homes, to feel for many a long day the effects of the fatigues and perils of that terrible night.

All this time the steamer has been cruising up and down the edge of the Sands, vainly searching for the boat; and, soon after daylight, she made, as we have already described, for the harbour. Her captain and crew are half broken-hearted, and scarce know how they shall be able to tell the tale of the sad calamity that seems so certainly to have happened. Suddenly, as the mouth of the harbour opens to them, they see the life-boat. They stare with amazement, and can scarcely believe their eyes. "Astonished, sir?—that I was; never so much so in my life as when I stood looking at that boat. I could have shouted and cried for very wonder and joy; you might have knocked me down with a straw." Thus the captain of the steamer described his feelings. It was the same with all the crew; and, as they shot round the pier, and heard that all were saved, the good news seemed to more than repay them for all the dangers and anxieties of the night.

Reader, the narrative here simply related is as far as possible *literally true*, and really very very far short of the truth. The facts were obtained from four of the men actually engaged in the rescue. It will do its intended work if it teaches you to realize, to any further extent, the nature and danger of the life-boat service, and to give a deeper meaning to the prayer which you are tempted to utter as the storm moans and howls over your head, "God have mercy upon the poor fellows at sea!" Especially it will serve its end, if it persuades you to gain this consolation—while, perhaps, you lie warm and safe in bed listening to the storms—namely, that you have a part in the work that may even then be going on on some part of the coast. It will serve its end, if, while you imagine the wrecked vessels, the drowning sailors, and try to fancy the life-boat manned by brave fellows, battling out to sea in the storm and darkness, speeding upon its errand of mercy, you may be able to feel that it is owing to your exer-

tions, among others in the life-boat cause, that foreign sailors can bear the noble testimony to our country which the captain of a foreign vessel once did bear, when he said, "Ah! we may always know whether it is upon the English coast that we are wrecked, by the efforts that are made for our rescue."

* * * This valuable life-boat is the property of the Ramegate Royal Harbour Commissioners. She was built by MESSRS. BEECHING and SONS, of Great Yarmouth, from their model, which gained the prize of 100*l.* given in 1851 by Vice-Admiral the DUKE of NORTHUMBERLAND, President of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. She has, since 1852, been instrumental in rescuing the lives of nearly 150 persons from various shipwrecks on the Goodwin Sands.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Annual Meeting of this Institution was held at Willis's Rooms on the 31st May. His Grace the DUKE of MARLBOROUGH, President of the Society, in the Chair; there were also present a large number of the friends and supporters of the Society.

His Grace gave an interesting account of the rise and progress of the Society, and called upon the Secretary to read the Report, which stated that it was impossible but that the terrific storms of the past winter, and their awful effects, as narrated by the press, must have told upon the hearts of the general public, but more especially on those whose sympathies are with England's hardy sons, who so boldly face the perils of the deep, and who are, under God, her great bulwark; to all, however, it must be grateful to know, that in the midst of those unprecedented scenes of distress, on every part of the coast where the storm raged, the Honorary Agent of the Society was to be seen, as the genius of Charity, hovering over the spot, ministering to the varied needs—clothing the naked, feeding the hungry, and visiting the widow and the fatherless in their affliction—and, where the poor castaway was distant from his home, with all speed despatching him there, to quiet by his presence the anxious fears of those dear to him.

The income of the past year amounted to 13,990*l.*, showing an increase of 1,043*l.* over the previous year; nevertheless, the claims on the bounty of the Society have risen yet more rapidly, necessitating the sale of 2,540*l.* stock during the past three years. The number of Seamen and Fishermen subscribing voluntarily 3*s.* per annum in 1860 was 47,197, and the number of vessels carrying its flag was 3,077. Legacies amounting to 824*l.* had been bequeathed. A benevolent lady had presented the Society with 1000*l.* to carry out the intention of her deceased husband. The Society's Quarterly Magazine, *The Shipwrecked Mariner*, price 6*d.*, of which 8,000 copies were circulated annually, continued to be a means of

aiding the funds and making the Society more generally known.

The number of wrecks, &c., reported, amount to about 4,000 annually; of which, last year, 1,379 vessels were wrecked on the coasts of the United Kingdom. It is a subject for grave consideration that for several years the number of wrecks has steadily increased, and consequently the distress and loss of life among our seamen and their families call for increased exertion. The Society, however, was enabled to relieve last year 11,091 shipwrecked persons, or their widows and orphans.

England being the only maritime nation of any consequence that has no provision in old age for its merchant seamen, the meeting would learn with great satisfaction that the Committee have had tables cast to ascertain the amount of pension for a given subscription which can be insured at the age of sixty, or if previously disabled, in order to establish a Pension Fund to which seafaring persons of all ranks may subscribe, both for themselves and their widows, and the same are to be published forthwith; and also it is proposed to bring prominently before the public the subject of an Asylum for Worn-out Merchant Seamen, similar to that at Greenwich.

The Committee conclude by confidently appealing to every Christian and benevolent heart in the kingdom, to help in a work which has for its object the care of a body of men, who are foremost as the servants and defenders of the nation.

Various Resolutions were moved and seconded by Admiral the EARL of SHREWSBURY, Admiral Sir GEORGE F. SEYMOUR, G. A. BROGRAVE, Esq., President of the Bath Auxiliary, JOSEPH PAYNE, Esq., MONTAGUE GORE, Esq., Captain EGERTON, R.N., Mr. T. CLARKSON FINCH, Rev. R. H. BAYNES, and Captain the Hon. F. MAUDE; and after a cordial vote of thanks to the noble Chairman, the proceedings closed.

THE DROWNED AT SEA.*

NEVER bronze or slab of stone
 May their sepulchre note;
 O'er their burial-place alone,
 Shall the shifting sea-weed float.
 Not for them the quiet grave
 Underneath the daised turf;
 They rest below the restless wave,
 They sleep below the sleepless surf.
 O'er them shall the waters wrestle,
 With the whirlwind from the land,
 But their bones will only nestle
 Closer down into the sand:
 And for ever wind and surge,
 Loud or low, shall be their dirge;
 And each idle wave that breaks
 Henceforth upon any shore,
 Shall be dearer for their sakes,
 Shall be holy evermore.

E. H. O.

* From the *Cornhill Magazine* for March, 1861.

SUMMARY OF THE
MEETINGS OF THE COMMITTEE.

Thursday, 8th December. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Approved of Regulations for the guidance of the Committee of Management, Sub-Committees, and the Officers of the Institution.

Decided to forward, for the acceptance of the authorities in Denmark, a working drawing of the life-boat of the Institution.

Read letter from S. K. LOTHROP, Esq., Secretary of the Massachusetts (United States of America) Humane Society, of the 23rd Oct., expressing the thanks of their Committee of Management for the model Life-boat and various life-boat papers presented by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to that Society. He stated, "that the trustees of the Massachusetts Humane Society desired to reciprocate in the most cordial manner the respect and kind feeling on the part of the LIFE-BOAT INSTITUTION, and expressed their readiness to co-operate with it in all practicable ways, and especially in the interchange of information and suggestion, for the promotion of the humane objects common to both Societies. They looked with satisfaction on every event, whether of individual, social, or international courtesies, which helped to preserve and strengthen friendly relations between the people and Governments of England and the United States. They had shared largely in the universal enthusiasm and kind feeling, awakened among all classes of their citizens by the recent visit to their country of HIS ROYAL HIGHNESS THE PRINCE OF WALES, and cherished the hope that that event, so interesting in itself, was destined to be prominent and beneficent in the influence it would exert to bind us together in strong and enduring amity, so that the two great nationalities of the Anglo-Saxon race, distinct in the forms, but in many respects similar in the spirit of their Institutions, with a common lineage, language, and literature, might ever be one undivided power on the earth, exerted always in behalf and for the promotion of the highest and best interests of mankind."—*To be acknowledged.*

Also from P. N. LAURIE, Esq., of Park Square, of the 28th Nov., forwarding a donation, through THOMAS CHAPMAN, Esq., V.P., Deputy Chairman, in aid of the funds of this Institution, and expressing his earnest hope that the success of its operations would be an abiding reward to those who, like Mr. CHAPMAN, watched over and fostered the Society.—*To be thanked.*

Ordered information to be furnished relative to the life-boats of the Institution, agreeably to their request, to Messrs. PROUDFOOT and Co., of Glasgow, for the Commercial Association of Rio Grande, and to Mr. BERMPHOL, teacher of Navigation at Vegesack, Bremen.

Read letter from Lieut. NARES, R.N., of H. M. S.

Britannia, Portsmouth, of the 23rd Nov., forwarding an extract from a newspaper, stating that a Midshipman of the Royal Navy, named Mr. C. V. ANSON, having been instructed by him in the method of treating persons apparently dead from drowning, according to the rules of this Institution, on board H. M. S. *Britannia*, had been instrumental, on the coast of Syria, in restoring a Frenchman who had been blown out of his boat, and was apparently dead.—*To be acknowledged.*

Ordered the sale of 1,000*l.* stock from the funded capital of the Institution.

Produced an extract from the will of the late T. F. HEMINGTON, Esq., of Uplyme, Devon, in which he gave 100*l.* to the Lyme Regis Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Paid 1,291*l.* 13*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted the Second Service Chap, the thanks of the Institution inscribed on Vellum, and 194*l.* for various services rendered by the life-boats of the Institution, and by shore boats, to several wrecks, the particulars of which will be found detailed in the Annual Report of the Society published in April last.

Thursday, 3rd Jan., 1861. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

Read letter from DAVID GRAY, Esq., Hon. Sec. of the Irvine Branch of the 21st Dec., stating that the Harbour Trustees had expressed themselves satisfied with the arrangement of this Institution to form a life-boat establishment there.—*To be acknowledged.*

Also from Dr. VILLIERS, of Greek Street, Soho, of the 26th Nov., calling attention to his model life-boat.—*To be acknowledged.*

Also from Captain KENNEDY, R.N., Deputy-Controller-General of the Coast-guard, of the 31st Dec., stating that his official intercourse with the Institution would terminate on that day, and expressing the pleasure he felt in knowing that he had been of some service in assisting to carry out the important objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Resolved—That the thanks of the Institution be presented to Captain KENNEDY, R.N., in testimony of his long and very valuable services and cordial co-operation, in assisting to carry out the important and philanthropic objects of the Institution.

Capt. WASHINGTON, R.N., F.R.S., Hydrographer to the Admiralty, called the attention of the Committee to some models of Coast Barometer Indicators, prepared by JAMES GLAISHER, Esq., F.R.S., THOMAS SORWITH, Esq., F.R.S., and himself, and to the advantages that were likely to arise to seamen and fishermen from the adoption of large Indicators at suitable places on the coast.

Decided—That five Indicators be provided by the Institution; three to be established on the Northumberland Coast, one at Wick in Scotland, and one at Arklow in Ireland.

MONTAGU GORE, Esq., was thanked by the Committee for the lecture he had delivered at Brighton on the 13th Dec., on Life-boats and the objects of the Society.

Produced an extract from the will of the late Capt. BOWERBANK, R.N., of Gray's Inn, stating that he had bequeathed 100*l.* in aid of the funds of this Institution. Capt. BOWERBANK had been a liberal subscriber to the Society.

Also an extract from the will of the late Mrs. BARBER, of Warwick, in which she gave 50*l.* to the Institution.

Also a copy of the DEAN OF NORWICH's letter to the Norfolk newspapers, in which he showed, from accounts furnished to him by this Institution, that since the union of the Norfolk Branch with it, upwards of 600*l.* had been expended by the Society on the Norfolk life-boats, beyond what it had received from the Branch.—*To be thanked.*

Reported the safe arrival on its station on the 26th Dec., of the Portrush life-boat, with transporting-carriage and stores.

Also the arrival, on the 23rd Dec., at Filey of the new life-boat transporting-carriage for that station.

A free conveyance had been, as usual, readily given to the Portrush life-boat and carriage by the London and Belfast Steam Packet Company, and to the Filey carriage by the Great Northern and North-Eastern Railway Companies.—*To be thanked.*

Paid 439*l.* 5*s.* 9*d.* for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution to Mr. J. S. RODERICK, the Medal and 1*l.* each to RICHARD HALSE, and WILLIAM STEWART, Coast-guard men, and to WILLIAM CORBERT, Coxswain of the Ardmore life-boat, and 1*l.* each to the remainder of the life-boat's crew, in acknowledgment of their intrepid and persevering services in rescuing, under the most dangerous and adverse circumstances, the crew of 7 men of the schooner *Diana*, of Frederickshamn, bound from Bordeaux to Belfast, which, during a heavy gale of wind, was wrecked in Ardmore Bay on the 26th ult. The Rev. Mr. WALE, Roman Catholic clergyman, was also presented with the thanks of the Institution for the important and valuable services he had rendered on the occasion.

Also 13*l.* 10*s.* to pay the expenses of the Walmer life-boat for putting off and rendering assistance, in conjunction with other boats, to the Russian barque *Ubrica*, which had grounded on the Goodwin Sands on the night of the 17th Dec. last.

Also the Silver Medal of the Institution and 1*l.* to THOMAS BROWN, and 3*l.* to his boat's crew of 3 men, for putting off in BROWN's boat, and rescuing, at considerable risk of life, the crew of 6 men of the schooner *Julius*, of Alberg, which during a gale of wind was wrecked on the Broad Carr Rocks, Northumberland, on the 23rd Nov. last.

Also 3*l.* to a boat's crew for putting off in a boat, and rescuing the crew of 10 men of the brig *Sutcliffe*, of Cork, which was wrecked in Arniel Bay, near Ardrossan, during a gale of wind on the 3rd Octr. last.

Also 12*l.* 0*s.* 6*d.* to pay the expenses of the Cullercoats life-boat in putting off and saving the

crew of 6 men of the brig *Lovely Nelly*, of Seaham, which was wrecked on the Whitley Sands, off Cullercoats, during a heavy gale of wind on the 1st Jan. last.

Also 9*l.* 8*s.* to pay the expenses of the Padstow life-boat in going off and saving the crew of 5 men of the brigantine *Nugget*, of Bideford, which was wrecked during a heavy gale of wind on the Doomed Bar Sand, Padstow, on the 1st Jan. last.

Also 9*l.* 12*s.* 6*d.* to pay the expenses of the Hauxley life-boat, in going off and saving the crew of 6 men of the schooner *Prospect*, of Berwick, which had foundered during a heavy gale of wind in the Coquet Roads, Northumberland, on the 1st Jan. last.

Also 14*l.* to the crew of 7 men of the lugger *Lively*, of Margate, in testimony of their laudable and persevering conduct in rescuing 4 out of 5 persons from the Dutch galliot *Hillechina*, which had been wrecked on the Kentish Knock Sand, off Margate, on the 12th Dec. last.

Also 2*l.* 10*s.* to a boat's crew, for putting off and saving the crew of 3 men of the ketch *Abbey*, of Bristol, which during a strong gale of wind was wrecked off Tenby on the 26th Dec. last.

Also 55*l.* 16*s.* to pay the expenses of the Brooke (Isle of Wight), Padstow, Fowey, and Dungeness life-boats, in putting off with the view of rendering assistance to vessels which were observed to have signals of distress flying; but which, on the approach of the life-boats, had either declined or had not needed their assistance.

Mr. CHAPMAN was cordially thanked by the Committee for his able conduct in the Chair during the past year, and for his continued valuable services to the Institution.

Thursday, 7th Feb. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

Read letter from GEORGE MATHIESON, Esq., of Edinburgh, of the 6th Feb., forwarding a draft for 40*l.*, being the amount of contributions collected by him in that city in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from F. G. GARDNER, Esq., Secretary to Her Majesty's Commissioners of Customs, of the 29th Jan., stating, in reply to the application of this Institution, that the Commissioners would have much pleasure in co-operating with the Committee in every practicable way.—*To be thanked.*

Also from Capt. BARTON, R.N., Hon. Secretary of the Southport Branch, of the 12th and 22nd of Jan., stating that he and JOSIAH STOKES, EDMUND MACKINLAY, and HENRY FORSHAW, Esqrs., had waited on the principal merchants in Liverpool to ask their assistance to pay the cost of building the Southport life-boat house; and that they had collected about 200*l.* for that object.—*To be severally thanked.*

Also from Dr. GILL, of Bow Road, of the 10th Jan., forwarding, for the acceptance of the Institution, a valuable Barometer.—*To be thanked.*

Also from Capt. ST. LEGER CANNON, R.N., Hon. Secretary of the Walmer and Deal Branch, of the 25th Jan., suggesting that a larger class of life-boat might advantageously be supplied to them in lieu of their present one. She might be occasionally towed to the scene of danger by one of the steam-tugs which were nearly always to be found in the Downs.

Decided—That a new life-boat and carriage be supplied accordingly.

Reported—That the Winterton new life-boat and transporting-carriage had arrived on their station. A free conveyance had as usual been given to the returned boat and carriage by the General Steam Navigation Company.

Also the safe arrival on their station of the Llandudno (*Sisters' Memorial*) life-boat, transporting-carriage and stores, on the 14th Jan. A public demonstration had taken place on the occasion of the boat's launch on the following day. A free conveyance had likewise been given by the London and North-Western Railway-Company to the life-boat carriage and stores.—*To be thanked.*

Also the transmission of the Penarth life-boat carriage and stores on the 28th Jan. They also were conveyed, free of charge, by the Great Western and South Wales Railway Companies.

Also that Mrs. B. Wood had forwarded an additional draft for 150*l.* to the Institution, to pay the cost of a life-boat, which she wished may be named *The Evelyn Wood*.—*To be thanked.*

Also that a friend had presented to the Institution 180*l.* to pay the cost of the Buckie life-boat, being the fourth life-boat she had given to the Institution during the past twelve months.

Paid 1,660*l.* 1*s.* 7*d.* for sundry charges on various life-boat establishments.

Voted 13*l.* 8*s.* to pay the expenses of the Cahore life-boat, in putting off and rendering assistance to the ship *Nova Bella*, of Liverpool, which was observed to be in distress off Blackwater Head, on the Irish coast, on the 31st Dec. last.

Also 5*l.* 6*s.* to pay the expenses of the Porthcawl life-boat, in going off and bringing safely into port the schooner *Mary Jane*, of St. Ives, which was found abandoned on the Skerweather Sands off Porthcawl, on the 3rd Jan. last.

Also 29*l.* to pay the expenses of the Caister life-boat in putting off and rescuing, during a gale of wind, the crew of 8 men of the brig *Arcthusa*, of Blyth, which had sunk on the Cross Sand off Yarmouth, on the 6th Jan. last.

Reported—The services of the Whitburn life-boat, in putting off and rescuing 4 fishermen, whose boat was in a perilous position off Whitburn, on the 5th Jan. The crew of the life-boat asked no payment for saving the lives of their comrades.

Also the services of the Lytham life-boat, in going off and bringing into port the smack *Princess Royal*, of Preston, during a heavy gale of wind, on the 9th Jan. last. The owner of the smack paid the life-boat's crew for their services on the occasion.

Voted 5*l.* to pay the expenses of the Cardigan life-boat, in going off and rescuing 8 persons from the schooner *Dewi Wyn*, of Portmadoc, which was stranded on Cardigan Bar in a heavy sea, on the 21st Jan. last.

Also 3*l.* 10*s.* to pay the expenses of the Penmon life-boat, in going off and rescuing the crew of 2 men of the flat *Cymraes*, of Beaumaris, which was found in a disabled state in the Cross Roads off Beaumaris, during stormy weather, on the 25th Jan. last.

Also 6*l.* 1*s.* 6*d.* to pay the expenses of the Lossiemouth life-boat, in putting off and saving the crew of 3 men of the sloop *Thomas and Jane* of Dundee, which was found disabled off Lossiemouth, in stormy weather, on the 1st Jan. last.

Also 50*l.* 6*s.* 6*d.* to pay the expenses of the Walmer, Arklow, Tramore, Cahore, Alnmouth, and Dungeness life-boats, for putting off with the view of rendering assistance to vessels which were supposed to be in distress.

Reported the services of the Cullercoats and Newbiggin life-boats, in going off and rendering assistance to some fishing-boats which had been overtaken by a sudden gale of wind on the 5th Jan. last. The life-boat crews asked no payment for their services to their fellow-fishermen.

Voted 2*l.* to GEORGE QUAYLE, pilot, for wading into the surf, and aiding to rescue, at the risk of his life, the crew of 3 men of the sloop *Dee*, of Ramsey, which during a gale of wind was wrecked off Saxey Beach, Isle of Man, on the 29th Dec. last.

Also the Silver Medal and 1*l.* each to JOSEPH WHITE and WILLIAM FLAME, and 6*l.* to 6 other men, in testimony of their gallant conduct in putting off in a boat and rescuing, at the peril of their lives, the crew of 5 men of the schooner *Norval*, of Plymouth, which during a gale of wind was wrecked near Portland breakwater, on the 30th Jan. last.

Also 10*l.* to the crew of 5 men of a coast-guard galley for putting off and saving, at considerable risk of life, 3 men from the smack *Pearl*, of Campbelltown, which during a gale of wind was wrecked off Lambay Island, on the 14th Jan. last.

Captain SIR EDWARD PERROTT, Bart., V.P., was thanked by the Committee for his valuable and assiduous services as Chairman of the Sub-Committees of the Institution during the past year.

Thursday, 7th March. Capt. SIR EDWARD PERROTT, Bart., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

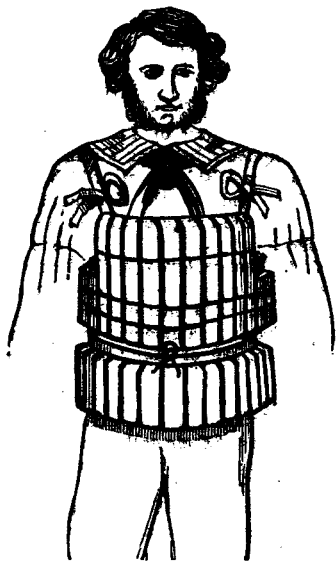
Read letter from Colonel The Hon. SIR CHARLES PHIPPS, K.C.B., of the 13th Feb., stating, in reply to an application of this Institution, made through His Grace THE DUKE OF NORTHUMBERLAND, K.G., President, that Her Majesty THE QUEEN had decided to become an annual subscriber of 50*l.* to the Institution.—HER MAJESTY'S munificent subscription had been acknowledged by His Grace THE PRESIDENT.

Also from His Grace THE PRESIDENT, of the 4th March, expressing his satisfaction with the draft of the Annual Report of the Institution, and with the great success that had attended its operations. He regretted that he would be unable to take the Chair at the Annual Meeting.

Approved of the draft of the Annual Report, and

the list of Officers of the Institution for the ensuing year, and ordered the same to be laid before the Annual Meeting, which was held at the London Tavern on the 21st March last.

Reported—That on the 9th Feb., during a heavy gale of wind, the Whitby life-boat had capsized, when 12 out of 13 of her crew perished. The man saved was the only one who had on an efficient life-belt, of which the accompanying drawing is a representation:—



This belt is on the plan of Capt. WARD, R.N., Inspector of Life-boats to the NATIONAL LIFE-BOAT INSTITUTION; and is always worn on every occasion of service or exercise of its life-boats by each man forming the crew.

Resolved—That a grant of 50*l.* be made in aid of the Whitby Widow and Orphan Fund.

Produced several letters from the Whitby Local Life-boat Committee, stating that they had decided on becoming a branch of this Institution, and to accept the offer that had been made to them by the Institution of a first-class self-righting life-boat and transporting-carriage.

Reported—That the Inspector of Life-boats had visited Whitby on the invitation of the Local Committee, and had made arrangements for the complete re-organization of the establishment.

Decided—That the Whitby life-boat establishment be brought into connection with the Institution; that a 32-foot double-banked life-boat be completed for the station, and that she be forwarded, along with a transporting-carriage, as soon as practicable.

Reported that the late J. R. JUDKIN, Esq., of Hackney, had left the Institution a legacy of 105*l.* free of legacy-duty.

Also that the Walmer and Dungeness new life-boats and transporting-carriages had been forwarded to their stations, and that a free convey-

ance was as usual readily given to the Dungeness life-boat and carriage by the South-Eastern Railway Company. They had also conveyed the Walmer life-boat carriage free of charge, the life-boat having been sent by water to her station.—*To be thanked.*

Decided—That a set of twelve life-belts be presented to Rear-Admiral SIR B. W. WALKER, Bart., K.C.B., Commander-in-Chief of the Cape of Good Hope and West Coast of Africa Station, on his departure from England, in acknowledgment of the important services he had rendered to the life-boat cause as Chairman of the Northumberland Life-boat Committee.

Resolved—That a new 32-foot life-boat, together with a transporting-carriage, be built for Tynemouth, Northumberland.

It was moved, seconded, and carried unanimously.—

That the Silver Medal of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, accompanied by a letter of condolence, be presented to Mrs. BOYD, widow of the late Capt. J. McNEILL BOYD, R.N., of H.M.S. *Ajax*, in testimony of its admiration of his devoted and intrepid exertions to save the lives of a shipwrecked crew in Kingstown Harbour, on the 9th Feb., on which occasion he and several of his gallant crew unhappily, but nobly, perished, being swept from the pier by a heavy sea.

Also that the Institution's Silver Medal be given to JOHN WALSH, Esq., Agent for Lloyd's, at Dublin, in acknowledgment of his general gallant services, extending over a period of many years, in aiding to save life from shipwreck, and particularly of his exertions during a gale of wind at Kingstown, on the 9th Feb., when he received some severe internal injuries whilst laudably engaged in attempting to save life from a wrecked vessel.

Paid 84*l.* 17*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 16*l.* 1*s.* 6*d.* to pay the expenses of the Redcar life-boat, in putting off and saving the crew of 10 men of the brig *Roman Empress*, of Shields, which, during a gale of wind and a heavy sea, was wrecked off Redcar, on the 9th Feb. last.

Also 8*l.* 14*s.* 6*d.* to pay the expenses of the Arklow life-boat, in going off and rescuing the crew of 5 men of the schooner *William*, of Morecambe, which was totally wrecked during a terrific gale of wind off Arklow, on the 9th Feb. last.

Also 25*l.* to pay the charges on the Seaton Carew life-boat, for putting off and rescuing, in two trips, the crews, consisting of 16 men, of the brigs *Providence*, of Shields, and *Mayflower*, of Newcastle, which had stranded on the Long Scar Rocks, and East Gase Sandbank, Seaton Carew, during a heavy gale of wind, on the 10th Feb. last.

Also 14*l.* 10*s.* to pay the expenses of the Skerries life-boat, for going off and rescuing, in two trips, the crews of 8 men of the smack *Gipsy*, of Newry, and schooner *Margaret*, of Preston, which were totally wrecked off Skerries on the 9th Feb. last. H. A. HAMILTON, Esq., Hon. Sec. of the Branch, was also thanked for going off on one of the occasions in the life-boat.

Also 8*l.* to pay the charges on the Wicklow life-boat, in putting off and rescuing the crew of

8 men of the brig *New Draper*, of Whitehaven, which had gone on shore during a gale of wind near Wicklow, on the 9th Feb. last.

Also 6l. 18s. to pay the expenses of the same life-boat, in putting off and bringing safely into harbour the smack *Ariel*, of Howth, which was in a disabled state off Wicklow, during a heavy gale of wind, on the 10th Feb. last.

The thanks of the Institution were voted to Capt. G. M. BALFOUR, R.N., inspecting-commander of the Arklow coast-guard division, for his valuable services in putting off in the Wicklow life-boat on the above two occasions.

Also 9l. 10s. to pay the expenses of the Rhyll life-boat, in putting off and saving the master, his wife, and crew of 3 men from the schooner *William*, of Liverpool, which was stranded near Rhyll, during a strong gale of wind on the 9th Feb. last.

Also 6l. 5s. to pay the charges on the Castle-town life-boat, in going off and rescuing 3 men from the smack *Nimrod*, of Castletown, which was in a perilous position off that place, on the 9th Feb. last.

Also 4l. to pay the expenses of the Penmon life-boat, in going off and saving the crew of 4 men from the schooner *Village Maid*, of Fleetwood, which had sunk during a gale of wind on the Dutchman's Bank, Beaumaris, on the 10th Feb. last.

Also 12l. 6s. to pay the charges on the Tramore life-boat, for going off and saving the crew of 8 men of the schooner *Voador du Vougu*, of Vianna, which was wrecked during a strong gale of wind off Tramore on the 20th Feb. last.

Also 22l. 14s. to pay the expenses of the Carnsore life-boat, for going off and rescuing, with much difficulty and danger, the crew of 19 men from the barque *Guyana*, of Glasgow, which was wrecked on the Carrig Rocks, near Carnsore, during a heavy gale of wind on the 10th Feb. Capt. PARTRIDGE, R.N., inspecting-Commander of the Wexford coast-guard division; and Mr. JAMES BARRETT, chief officer of the same service, had gone off in the life-boat, and had been indefatigable in their exertions. JOHN WADDY, Esq., M.D., Hon. Sec. of the Carnsore branch, and WILLIAM COGHAN, Esq., Receiver of Wrecks at Wexford, had also rendered important services on the occasion.—Voted the Silver Medal to Capt. PARTRIDGE, R.N., and Mr. BARRETT, and the thanks of the Institution inscribed on Vellum to Dr. WADDY and Mr. COGHAN. The cost (300l.) of this life-boat establishment was presented about two years ago to the NATIONAL LIFE-BOAT INSTITUTION, as a thank-offering, by a lady, whose life had been saved from drowning.

Also 106l. 17s. to pay the expenses of the Seaton Carew, Holyhead, Drogheda, Filey, Dundalk, Ormeau Head, Porthcawl, Wicklow, Youghal, St. Andrew's, Fishguard, Arklow, Dungarvan, and Padstow life-boats, in putting off with the view of rendering assistance to vessels in distress, but which, on the approach of the life-boats, had either got out of their dangerous positions, or had declined the life-boats' services.

Also 17l. 5s. to pay the expenses of the Ald-

borough life-boat, for going off and saving 6 men from the brig *La Jeune Marie Therese*, and taking off 5 men from the barque *Perseverance*, of Scarborough, which had been in collision in Aldborough Bay on the 2nd March last.

Also 19l. 16s. 6d. to pay the charges on the Tramore life-boat, in putting off three times to the brig *San Spiridione*, of Galaxide, which was wrecked, during a gale of wind, off Tramore, on the 17th Feb. On the first attempt the life-boat's crew begged of the foreigners to throw themselves in the sea, as the boat could not go alongside, but they declined to act on this request, and the life-boat afterwards drifted from the wreck, broached to, and upset; but the crew, having their cork jackets on, were all saved. The life-boat was afterwards launched a second time, and attempted to reach the wreck, but failed, and returned to the shore. The masts of the ship now fell, and the shipwrecked sailors were hurled into the sea. Again the life-boat was launched, and this time succeeded in picking up 2 of the poor foreigners. 2 others were saved by the gallant exertions of JAMES BUDD, Esq., Hon. Sec. of the Tramore branch, and ALFRED STEPHENS, coast-guardman, who waded into the surf to their rescue. WILLIAM M. READE, Esq., was in the life-boat when she had upset. R. O. JOHNS, coxswain of the life-boat, went off in charge of the life-boat on each of the three occasions.—Voted the Silver Medal to WILLIAM M. READE, Esq., JAMES BUDD, Esq., R. O. JOHNS, and ALFRED STEPHENS.

Also the Silver Medal to HENRY FREEMAN, in testimony of his gallant services in putting off in the Whitby life-boat, and aiding to rescue, at the peril of his life, on five different occasions, the crews of five vessels, which were wrecked during a heavy gale off Whitby on the 9th Feb., on the last of which services, the whole of his boat-mates, consisting of 11 men, unhappily perished by the capsizing of the life-boat. Also the Silver Medal to THOMAS ROBINSON, in testimony of his gallant conduct in wading into the surf, at the peril of his life, to the help of 2 men under the said life-boat; on which occasion he had his hand permanently injured.

Also 2l. to PATRICK M'DONNELL for wading into the surf, at great risk of life, to the rescue of 2 of the crew of the schooner *Blanche*, of Belfast, which was wrecked off Arklow, Ireland, on the 9th Feb. last.

Also the Silver Medal and 2l. each to DAVID BEDDOE and ALBERT FURLONG, and 2l. to 2 other men, for rescuing, at considerable risk of life, by ropes and other means, 2 men from the sloop *Elizabeth and Mary*, of Cardigan, which was wrecked, during a heavy gale of wind, near Fishguard, on the Welsh coast, on the 19th Feb. last.

Royal National Life-Boat Institution

For the Preservation of Life from Shipwreck.

(Incorporated by Royal Charter.)

FOUNDED IN 1824.—SUPPORTED BY VOLUNTARY CONTRIBUTIONS.

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—VICE-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.

Chairman—THOMAS BARING, Esq., M.P., F.R.S., V.P., Chairman of Lloyd's.

Deputy-Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of Lloyd's Registry of British and Foreign Shipping Society.

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year, the INSTITUTION has incurred expenses amounting to £258*l.* on the following Life-boat Stations:—

ENGLAND.
NEWBIGGIN, Northumberland.
SALTBURN, Yorkshire.
FILEY,
CAISTON, Norfolk.
ALDBOROUGH, Suffolk.
MARGATE, Kent.
WALMER,
SELSEY, West Sussex.
GRANGE, Isle of Wight.
BROOKE,

PENZANCE, Cornwall.
ST. IVES, "
NEWQUAY, "
PENARTH, Glamorganshire.
LLANDUDWYN, Anglesey.
LLANDUDNO, Carnarvonshire.
SOUTHPORT, Lancashire.
LYTHAM, "
SILLOTH, Cumberland.
SCOTLAND.
AYR, Ayrshire.

IRVINE, Ayrshire.
KANTYRE, Argyleshire.
BUCKIE, Banffshire.
BANFF,
ST. ANDREW'S, Fifeshire.
NORTH BERWICK, Haddingtonshire.

IRELAND.
PORTRUSH, Antrim.
TYRELLA, Dundrum Bay.

The Institution has also expended on the repairs, stores, alterations, and inspection of its numerous Life-boats, Boat-houses, and Transporting-carriages, 3,832*l.* 19*s.*; and 1,550*l.* for exercising the Crews of its Life-boats—making altogether a total of 11,441*l.*

During the past year the LIFE-BOATS of the Institution have been instrumental in rescuing the Crews of the following wrecked Vessels:—

Schooner <i>Ann Mitchell</i> , of Montrose	1	Brigantine <i>Nancy</i> , of Teignmouth.	9	Steam Dredge, at Newhaven	9
Schooner <i>Jane Roper</i> , of Ulverstone	6	Smack <i>Wonder</i> , of Teignmouth	2	Schooner <i>Admiral Hood</i> , of Rochester	6
Brig <i>Pallas</i> , of Shields	3	Brig <i>Scotia</i> , of Sunderland	6	Schooner <i>Susan and Isabella</i> , of	
Ship <i>Ann Mitchell</i> , of Glasgow	9	Sloop <i>Three Brothers</i> , of Goole	5	Dundee	5
Smack <i>John Bull</i> , of Yarmouth	5	Sloop <i>Charlotte</i> , of Woodbridge	5	Schooner <i>Rose</i> , of Lynn	3
Schooner <i>Catherine</i> , of Newry	4	Brig <i>Ann</i> , of Blyth	8	Brig <i>Proctroma</i> , of Stockton	11
Barque <i>Niagara</i> , of Shields	11	Sloop <i>Hope</i> , of Dublin	3	Brig <i>Eliza</i> , of Middlesborough	7
A Barge of Teignmouth	2	Schooner <i>Druid</i> , of Aberystwyth	5	Brigantine <i>Freia</i> , of Königsberg	6
Brig <i>George and James</i> , of London	8	Barque <i>Vermont</i> , of Halifax, U.S.	16	Brigantine <i>Diana</i> , of Fredrikshamn	7
Brig <i>Zephyr</i> , of Whitby	6	Schooner <i>William Keith</i> , of Car-		Brig <i>Gloucester</i> , of South Shields	7
Coble <i>Honour</i> , of Cullercoats	3	narvon	2		
Schooner <i>Eliza</i> , of North Shields	7	Brig <i>Flying Fish</i> , of Whitby	5		
Barque <i>Oberon</i> , of Liverpool	15	Smack <i>Elizabeth Ann</i> , of Lyme Regis	3		
				Total	210

For these and other Life-boat services the Institution has voted 908*l.* 8*s.* 4*d.* as rewards. It has also granted rewards amounting to 203*l.* 4*s.* for saving 245 shipwrecked persons, by shore-boats and other means, making a total of 455 persons saved from a watery grave on the Coasts of the United Kingdom.

During the few months that have passed of the present year (1861), the Lifeboats of the Institution have also been instrumental in rescuing the Crews of the following Vessels:—

Brig <i>Lovely Nelly</i> , of Seaham	6	Brig <i>New Draper</i> , of Whitehaven	8	French Brig <i>La Jeune Marie Therese</i>	6
Brigantine <i>Nugget</i> , of Bideford	5	Schooner <i>William</i> , of Liverpool	5	Barque <i>Perseverance</i> , of Scarborough	5
Schooner <i>Prospect</i> , of Berwick	6	Lugger <i>Nimrod</i> , of Castletown	3	Schooner <i>Elizabeth</i> , of Bridgewater	4
Sloop <i>Thomas and Jane</i> , of St. Ives	3	Brig <i>Providence</i> , of Shields	8	Ship <i>Danube</i> , of Belfast	17
A Fishing-boat of Whitburn	4	Brig <i>Mayflower</i> , of Newcastle	8	Schooner <i>Hortensia</i> , of Hanover	4
Brig <i>Arethusa</i> , of Blyth	8	Schooner <i>Village Maid</i> , of Fleetwood	4	Schooner <i>Oregon</i> , of Stonehaven	4
Schooner <i>Devi Wyn</i> , of Portmadoc	8	Barque <i>Guyana</i> , of Glasgow	19		
Flat <i>Cymraes</i> , of Beaumaris	2	Brig <i>Roman Empress</i> , of Shields	10		
Schooner <i>William</i> , of Morecambe	5	Brig <i>San Spiridione</i> , of Galaxide	2		
Smack <i>Gipsy</i> , of Newry	4	Schooner <i>Voador du Vouga</i> , of			
Schooner <i>Margaret Anne</i> , of Preston	4	Vianna	8		
				Total	170

The public cannot but sympathize with the vigorous efforts now being made by this Institution, to save the lives of Shipwrecked Crews. Their help was never more needed than at the present time, when, through the extraordinary exertions the Society has made within the past few years, it has now *One Hundred and Twelve* Life-boats under its management, for the maintenance of which, in a state of thorough efficiency, a large permanent *annual income* is absolutely needed, if its humane mission is to be perpetuated.

Donations and *Annual Subscriptions* will be thankfully received by Messrs. WILLIS, PERCIVAL and Co., 76, Lombard Street; Messrs. COUTTS and Co., 59, Strand; Messrs. HERRIES, FAHQHAR, and Co., 16, St. James's Street, London; by all the London and Country Bankers; by the several Metropolitan Army and Navy Agents; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14, JOHN STREET, ADELPHI, London, W.C.

Payments may be made by Cheques or by Post-office orders (crossed), to Messrs. WILLIS, PERCIVAL, and Co., or to the Secretary.